

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., ME SAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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Latest Advices.

PORTS.	OUTWARD.		HOMEWARD.
	From London.	Arrived out.	Received June 9.
JAPAN—Yokohama	Feb. 28	April 17	April 23*
Yedo	" 21	" 15	" 18*
Osaka and Hiogo	" 14	" 5	" 13*
Hakodadi	" 14	" 5	" 13*
Nagasaki	" 14	" 5	" 13*
CHINA—Peking	" 14	" 5	" 13*
Ten-sin	" 14	" 5	" 13*
Chefoo	" 14	" 5	" 13*
New-chwang	" 21	" 15	" 16
Hankow	" 21	" 15	" 14
Kiu-kiang	" 21	" 15	" 14
Chin-kiang	" 21	" 15	" 14
Shanghai	" 28	" 14	" 20
Ningpo	" 28	" 14	" 17
Foochow	" 28	" 14	" 20
Fernosa	" 28	" 14	" 17
Amoy	" 28	" 14	" 23
Swatow	" 28	" 14	" 26
Hong Kong	Mar. 14	" 24	" 24
Canton	" 14	" 24	" 25
Macao	" 14	" 24	" 25
PHILIPPINES—			
Manila	Feb. 28	" 11	" 19
COCHIN-CHINA—			
Saigon	Mar. 14	" 20	" 29
SIAM—Bangkok	Feb. 28	" 8	" 25
BORNEO—			
Labuan	" 14	" 20	" 22
Sarawak	" 14	" 20	" 25
JAVA—Batavia	Mar. 14	" 20	" 28
Samarang	" 14	" 20	" 27
Sourabaya	" 14	" 20	" 26
MALACCA STRAITS—			
Singapore	" 28	" 29	May 4
Penang	April 4	May 3	" 6
CEYLON—			
Galle	" 18	" 9	" 15
Colombo	" 18	" 9	" 14

* By Pacific mail.

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date; and the advices from Japan by Pacific mail, *via* San Francisco, were received on the 4th inst. The next inward (French) mail, with dates—Yokohama 23rd, Shanghai 27th April, Hong Kong 3rd, Singapore 12th May, which is due, *via* Marseilles, on Monday next, the 16th inst., left Suez on the 2nd inst., four days early, and may be expected on Friday or Saturday next.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Poonah*, arrived June 5.—From Shanghai: Baron von Rechtus. To Venice, from Yokohama: Mr. Brownie, Mr. F. S. James.
To Southampton, per P. and O. steamer *Siala*, expected to arrive June 16.—From Yokohama: Rev. G. Varbeck, Mr. Kuki. From Singapore: Mr. C. Howarth.
Per steamer *Patroclus* (Holt's Line), arrived June 7.—From Shanghai: Mr. Cutts. From Singapore: The Hon. Mr. and Mrs. Shelford, four children and two servants, Mr. van Oorschot, R.N., Captain Howell, three children of Rev. Mr. Keasberry, Rev. Mr. and Mrs. Milverly and four children, Mr. and Mrs. Lyon, four children and a native servant, W. R. Maxwell.

PASSENGERS OUTWARD.

Per French steamer *Hoogly*, from Marseilles, June 8 (booked from London).—To Yokohama: Mr. T. W. Dimon, Mr. Judoe Arinon Mori, Mr. Hancim, Mr. Goto, Mr. Fouscard, Mr. Matsudo, Mr. Bretonniere, Mr. Ferreri, Mr. Kinibar, Mr. A. Mello-nelli. To Hong Kong: Capt. Brand, Mr. S. Harkwald, Mr. H. de Silver, Mr. Lapraik, Mr. T. T. Kido, Mr. N. Gih, Mr. W. E. Parsons, Mr. Grossman. To Shanghai: Mr. Hagmayer. To Batavia: Mr. H. Schalley, Mr. Radher Sommah, Mr. E. Dunlop. To Singapore: Mr. Dabry, Mr. Marcus Samuel. To Galle: Mr. and Mrs. Deslandes, Mr. Zimmer. To Saigon: Mr. Caswell, Mr. Lacouture.

Per P. and O. steamer *Khedive*, from Southampton, June 5.—To Yokohama: Commander A. L. Douglas, Mr. M. A. Fenton, Miss Fenton. To Hong Kong: Mr. L. V.

Amos. To Singapore: Capt. Whitty. To Ceylon: Mr. A. J. Cotterill, Mr. T. H. Blakesley, Mr. W. A. Howie, Mr. Kyle.
Per P. and O. steamer *Poonah*, from Venice, June 13.—To Ceylon: Mr. and Mrs. Brick.
Per P. and O. steamer *Malaca*, from Southampton, June 19.—To Ceylon: Mr. Daughish.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

By the present P. & O. mail we have advices from this port to the 16th April, and by the Pacific mail we have a week's later dates, viz., to the 23rd April; the French mail from London Feb. 14 arrived out on the 5th, the P. and O. mail of Feb. 21 on the 12th, and the French mail of Feb. 28 on the 17th April. The following items of news are from the *Japan Mail*:—

On the 15th April the Mikado reviewed a portion of his troops at Kamakura. His Majesty, who was attended by a small staff and accompanied by an escort of Lancers, arrived on the ground at half-past nine o'clock, and was received by a small brigade, consisting of two battalions of infantry, probably 800 men, who were drawn up in the cross avenue of the Temple of Hachiman. His Majesty was mounted on a horse led by two retainers, and wore oilskin over-clothing. After having been duly received by the troops in line, the Mikado placed himself at the entrance to the temple, the brigade marching past in columns of half companies. Closing to the front, one portion was then detached in order to take up a position for the defence of the temple and its grounds; while the other occupied the rear of the village of Homura, under cover of which they proceeded to make their dispositions for the attack. Skirmishers were speedily thrown out on both sides. The defending party were at first driven back, but, occupying a small wood immediately in front of their position, succeeded in forcing in the skirmishers of the attacking party upon their supports. Reinforced by these they again advanced, a feint being simultaneously made by the attacking force in the form of a flank movement to the right with the apparent object of turning the position. Owing to the vigour of the front attack, and to the attention of the defenders being occupied with the threatened flank movement, the wood was, on this occasion, carried, and the column of assault advanced—a cloud of skirmishers on the left wheeled at the same moment to the right, and the entire position was enveloped. A heavy and, taking into consideration the extent of the force, a well-sustained fire ensued, and the position was carried; the defenders retreated by the Totokura, and the day's proceedings came to a close.

The skirmishing was throughout performed in a highly creditable and satisfactory manner, the ground selected being admirably adapted for a display of this important branch of military tactics; and the steady and apparently objective firing of the troops, united to the skill they showed in taking advantage of cover, evinced the excellent training they had received and the care bestowed upon them by their instructors. The appearance of the men, or rather boys, is youthful; they show a lack of physique, and are badly dressed. They marched past well and steadily, but the long Chassepot rifle, and its disproportionately long bayonet with which they were armed, was out of all harmony with their diminutive persons. If, however, the operations may be accepted as a fair specimen of the general efficiency of the Imperial troops, the Government has every reason to be satisfied with their progress in the art of war under the direction of the French Military Mission. The manoeuvres were conducted in a steady down-pour of rain, the attendance of Japanese visitors being limited to a few apathetic on-lookers; nor did the presence of the Sovereign seem to evoke in them any manifestations of loyalty or interest. Sir Harry Parkes, Colonel Richards, and several other foreign officers were spectators of the manoeuvres.

An earthquake occurred at Yokohama on the night of the 15th April. The shock was one of unusual severity and duration, its vibrations appearing to be about north and south. The whole question of earthquakes has derived fresh interest of late from the announcement of Mr. Mallet's new theory of the cause which produces them, viz., the contraction of the earth during the process of cooling; and, as every fresh fact relating to these phenomena is interesting, it is to be hoped that some of the Scientific Departments now being organised by the Government will erect a Seismograph and publish its records. At present we are far too much in the dark in Japan on this subject, which is a very practical one in view of our increasing use of stone in house-building, and of the effects upon it of such a severe shock as that of this morning.

On the 9th April the Empress visited Mokosima. The procession consisted of one hundred Lancers, her Majesty's state carriage, one hundred Imperial Guards, three carriages of court ladies in attendance, several carriages containing high officials in European costume, and was closed by about two hundred foot soldiers. The streets through which the procession passed were closed by the police. At the Riongoku bridge the Empress alighted and embarked with her suite on board the Imperial steam yacht, which towed two large barges fitted up for the purpose. The party arrived at Hashiba about noon, and proceeded to the Hosokawa yashiki at Hashiba, opposite Mokosima. When the news was made known thousands of the populace repaired to Mokosima in carriages, boats, and *jirikis-shas*. In the evening her Majesty re-embarked on board the Imperial yacht, and, landing at Riongoku, returned thence to the Castle.

The badges and rewards for good shooting granted by the Lords Commissioners of the Admiralty to the battalion of Royal Marines now serving in Japan have been presented at a full dress parade, by Colonel Richards, commanding the battalion. The prizes distributed were as follows:—To the best shot of the battalion during the annual course: The crown and cross rifles, embroidered in gold; money prize £5. To the best shots of companies: Cross rifles, embroidered in gold; money prize £3. To marksmen: Cross rifles, embroidered in worsted; money prize £1 10s. There were upwards of thirty recipients of these rewards.

It is satisfactory to observe a marked increase in the passenger traffic on the railway. It fell during the months of extreme cold, but is now mounting again higher than ever. There are now porters at the various stations to assist passengers with their lighter unpaid-for luggage. Their absence was a source of much annoyance and complaint, though as soon as the want was made known to the railway authorities the grievance was redressed.

An attempted extortion by one of the telegraph officials has been dealt with by the Government promptly and effectually. The official was examined, convicted on his own confession, and summarily dismissed.

A meeting, called by Colonel Shepard, United States Consul, has been held at the United States Consulate for the purpose of considering the advisability of establishing a newspaper which should be the organ of the Americans in Japan.

The following paragraphs are from the *Japan Herald*:—

On the night of the 21st April, two Japanese of the middle class of life played for stakes in a gambling house, in which both money and a female were concerned, and, as is the ever inevitable issue, one was a winner. The fortunate wooer and the two contesting gamblers departed from the hell apparently in amity; but the cool air seemed to act upon their fevered brains, for upon reaching the fish market, about a quarter of a mile from their gambling rendezvous, high words ensued between them, which resulted in the unfortunate winner being left dead on the spot, by some sword thrusts from his antagonist. On the following morning his remains were seen undisturbed in the midst of the buyers and sellers of fish. Decency, however, so far prevailed as to have this *corpus delicti* covered with a mat and a door. The whereabouts of the manslayer has not yet been discovered. We think the best way to reach the culprit would be to ascertain an answer to the question always submitted by the Roman Emperor when a crime had been committed, "Who is the woman?"

The following is the decision of the Naval Court held to inquire into the loss of the brig *Wanja* on the Japan coast:—"The Court is of opinion that G. S. Kennett, master of the late brig *Wanja* (wrecked at Yanagi-gawa, Sendai, east coast of Japan), acted according to the best of his judgment in keeping his vessel as close to the land as possible, considering the state of his ship, she having been unseaworthy when commencing her voyage."

HIOGO—OSAKA.

Our advices extend to the 18th April; the P. and O. mail of February 21 arrived out on the 15th April, and London telegrams to the 9th April have been received. We take the following summary from the *Hiogo News*:—

By far the most extensive fire which has ever occurred in Osaka broke out on the night of the 29th March, in the street called Sancho-me, Kio-bashi. The street in question is very near to the well-known iron bridge, the Korai-bashi. With the exception of the godowns, nearly every building is destroyed within the space bounded by the street running eastward from

the iron bridge to the Castle to where the street is intersected by the street which runs southward from the Tenjin-bashi, the second of the long bridges from the Foreign Concession; the flames being stayed by the Yodogawa on the north, and by the Higashibori, the river crossed by the iron bridge, on the west, excepting where arrested by the fireproof godowns. Before the fire was extinguished one hundred and sixty-nine houses and three godowns had been destroyed. No lives were lost. A fire has also occurred at Kochi, on the premises of Mr. Meyer, one of the largest houses in Kochi, and until the late change in Government the residence of the head Minister of Tosa. Mr. Meyer and his wife, who have lost nearly everything they possessed, have been very kindly treated by the Japanese.

A very serious assault has been committed upon Mr. Scott, second-lieutenant of H.B.M.'s *Teazer*. While walking out at night several men rushed up to him and beat him so severely with sticks that had he not managed to reach Mr. Tabor's premises he would probably have bled to death. Mr. Tabor stayed his wounds and sent for the ship's surgeon. Mr. Scott was subsequently removed to the hospital, and is now in a fair way of recovery.

A rifle match between H.M.S. *Teazer* and the Kobe Rifle and Athletic Club, six a-side, has resulted in a victory for the naval representatives by no less than seventeen points, which is the greatest humbling the pride of the club has yet received. At the same time the scoring was the highest which has yet been recorded in any match at the Kobe range, the club making 256 and the *Teazer's* six 273, or eight more than the next best recorded score, which was 265, made by the club in their match last summer against the *Iron Duke*. The club was represented by Messrs. Sim, Crombie, Thornicraft, Macpherson, Mackenzie, and Gill, and the *Teazer* by Messrs. Grant, Laggan, Willies, Ben-nison, Bussie, and Cullen.

The new Copper-Smelting Works on the point of the Minatogawa, between the Vulcan and Kanga foundries, are now very nearly finished. The construction of the works having been carried on entirely by Japanese, from the plans supplied them, it is not at all strange that when they tried to work the furnaces they had built they only wasted the material upon which they performed. The proprietors of the place therefore procured the services of Mr. P. A. Roeser, and the result has been that a most workmanlike and useful reverberating furnace has been constructed, capable of refining four tons of metal per day.

The annual general meeting of the Kobe Regatta and Athletic Club has been held at the Chamber of Commerce Rooms, A. O. Gay, Esq., in the chair. The report and accounts were passed as satisfactory. The boat-house is to be moved to the vicinity of the Eastern Chamber. A subscription list was opened to supply new boats, &c., to which \$150 were subscribed in the room, and Messrs. Gay, Sim, Macpherson, Henderson, Holme and Mackenzie were elected a committee for the ensuing year. The annual sports are to be held on the 19th April.

The programme of the meeting of the Hiogo and Osaka Race Club, to be held on the 25th and 26th April, has been issued. There are to be seven races on each day; altogether four races for Japan ponies, three for China ponies, four for both, and three hack races.

The rush of native visitors to the Kioto Exhibition is steadily on the increase. The average number of people admitted daily from the opening till the 8th April, inclusive, was 3,517, while the Bird and Beast Show had an average of 2,862 visitors during the same period.

Thirteen prisoners have managed to effect their escape from the native gaol. They inflicted such severe punishment on some of the gaolers and policemen that it was found necessary to send several of them to the hospital. The runaways have not been recaptured.

Uriu, Superintendent of Customs at this port, is expected back from Yedo shortly, and on his arrival the Osaka harbour scheme will be at once proceeded with.

NAGASAKI.

We have advices to the 13th April; the French mail of Feb. 14 was received on the 5th April. We extract the following from the *Nagasaki Express*:—

Shibata, formerly employed as an interpreter here, has been engaged for several years past, in conjunction with some other interpreters, in compiling an English and Japanese Dictionary, and they have at length completed their work, which has recently been printed and published at Yedo. The Dictionary contains some 55,000 words, and is said to be a work reflecting great credit upon its authors, who, we understand, have been unaided by any foreign linguist. The utility of the work is greatly enhanced by its being illustrated with numerous engravings.

A Samurai of the former Kumamoto Ken, Toyama Ichiya by name, has been sentenced to degradation from his rank, and to undergo ten years' penal servitude, dating from the 29th March, for imposing upon the firm of Messrs. Alt and Co., at this port, and also upon a Japanese merchant named Oora Kei, by means of a fraudulent contract.

The annual festival of kite-flying, so popular amongst the townspeople, took place at Compira on Sunday, the 6th April,

and as usual, attracted a large number of natives and foreign residents to that locality. The next day (Easter Monday) was also kept as a holiday by the natives, and business was almost suspended.

An attempt at murder has been made at Katsuwamachi, by a Japanese named Chiomatsu, who afterwards committed suicide by jumping down the well in his own garden. His intended victim was his own wife, a Simabara woman, about one year older than himself, who had excited his jealousy. The woman is now under medical treatment, and it is expected that she will ultimately recover.

The great scarcity of coins of the smaller denominations since the withdrawal of old half and quarter boon pieces has been much felt by the working classes of natives at this port, who, in order to obtain change for a five-yen piece, have to submit to the money-changers' deduction of one or two per cent. Foreigners have contrivances for avoiding such difficulties, by making use of American postage stamps, or European and American coins, but the natives do not understand the value of such mediums.

A public meeting has been held at the club rooms, for the purpose of forming a committee to carry out the arrangements for a Regatta on the 9th May. The amateur crews are now in their practice for the races.

CHINA.

Owing to the change of Monsoon, the advices from the China ports and from Singapore by the present mail are only two days later than those received by last (French) mail on the 2nd inst.

KIUKIANG.

A correspondent forwards the following items of intelligence:—The recent issue of the *Customs Gazette* for the last quarter of 1872 shows us that the past year's revenue of this port has increased considerably over the preceding year, despite the reports about the downward tendency of trade here. Adding the four quarters of the past year together, we find the Customs revenue to have increased some Tls. 48,000 over 1871, when it amounted to Tls. 537,072.

The Grand Duke Alexis paid us but a very brief visit on his way down the Yangtze. We understand that the local officials were anxious to salute him on his landing, and to entertain him on shore, had he been willing to accept their hospitality. As it was, he landed without any demonstration or saluting whatever. It is doubtless very agreeable for a Prince to travel about quite privately, but in this country such a practice is not calculated to inspire the people and officials with any respect for Western princes. The day following the Grand Duke's visit, it was reported that the newly appointed Viceroy of Nanking would pass by on his way to the old capital; now here is a mere high official passing the port, but mark the difference in the manner of receiving him. For three days prior to his arrival, all the troops and every official in the place turned out by sunrise, to be in readiness to receive the new Governor-General. The first day he was expected he did not come, and all were kept waiting for two days more, along the river bank, until the "great man" did make his appearance. The Taoutai even went some miles up the river to meet his Excellency, who, it may be added, is a native of Szechuen, and just out of mourning. On his barge (which was towed by a steamer) stopping here, the gunboats and troops fired salvo after salvo; and, on landing, to make an unofficial visit to the city, he was escorted by the entire civil and military authorities of the town, besides all the troops. Now when the people and literati see such honour paid to an official, and none whatever to the son of one of the great monarchs of Europe, it is not likely that they will be much impressed with the greatness of our princes. But what the natives say or think, goes for little.

The new Taoutai, Shen Pao-tsing, late of the powder-works at Tientsin, assumed charge last month. His predecessor, the acting Taoutai, has returned to Nanchang, of which seat of anti-foreign ideas he is prefect. The acting Taoutai was, however, very favourably disposed towards foreigners, and enjoyed their company. *On dit* he has now got into disgrace with the Futai; and it is stated that that high official is annoyed at his conduct in becoming intimate and friendly with Europeans, instead of subjugating the objects of the Futai's aversion, the Consuls, French missionaries, and foreigners in general.

SHANGHAI.

The present mail brings advices from this port to the 20th April; no later mail from London had arrived out. The following items of news are from the *North China Herald*:—

River freights have been greatly depressed, the two companies having fairly started on a competition *à outrance*. The "mosquitoes," as the smaller steamers have been christened, intend, we believe, to lie off and watch the contest. The competition on the river is being emulated on the coast, where the C.M.S.N. Company is fighting against the S.S.N. and the C.C.S.N. Companies. Thus far, only Chefoo freights have been affected, the C.M.S. agents at that port having lowered freights from 7 mace to 3 mace, and now to one mace, and having of course been

followed by the other companies. Tientsin freights are as yet unaffected, because the Chinese do not seem to patronise their national line on the Peiho.

A few days since the master of the American lorch *Rover* discovered that his vessel was leaking badly, and on sounding the pumps found that there were four feet of water in the hold. There being only two men besides himself on board he sought assistance from Captain Roberts, of the British lorch *Wing and Wing*, and anchored close by him. Captain Roberts went on board with his crew, and weighed the anchor and beached the *Rover* on the Pootung shore, abreast the Seamen's Church. Boats and coolies were procured, and the cargo discharged. On Captain Roberts applying to the owners of the *Rover* for remuneration, we hear that he was tendered the modest sum of \$15 for his own services, and \$1 for each of his crew. The sum was declined, as it was thought to be a case for salvage, but about this there is a difference of opinion, and the question may have to be decided elsewhere. The *Rover* had a full cargo of general merchandise on board at the time, and was bound up the Yangtze.

We understand that the old gunboat *Dove*, which was advertised for sale, has been disposed of by private contract. She has been placed opposite to the P. and O. Co.'s godowns on the Pootung side, with the object, we are informed, of being turned into a pontoon. The American barque *Forest Belle* is being fitted for a similar purpose, for some station on the Yangtze.

The election of Municipal Councillors has been unprecedentedly quiet this year. Only the requisite nine were put in nomination, so there was no contest and no poll. The following gentlemen were simply advertised as elected:—R. I. Eearon, J. G. Purdon, W. S. Wetmore, S. M. Moses, R. W. Little, J. Wilson, M. Kalb, E. Seligman, and F. D. Barnes.

The yachting season has been opened with a race for the challenge cup. The start was from moorings off the recreation ground; the course up the river, round a stake-boat at the top of the seven-mile reach, and back to the police hulk. The weather was wet and cold, and very unfavourable therefore for spectators; but there was plenty of wind for the yachts, and a quick race resulted in favour of the *Madcap*. An athletic sports meeting is to be held on the 19th May; twenty events are announced, against fourteen last year, so we presume the programme will cover two days. We hear that the usual Spring rifle meeting is to be held on the 5th and 6th May. There are four cups—embracing the usual ranges. We presume that Sniders will still have to be used, owing to the unfortunate delay in the arrival of the Martini-Henrys and their ammunition.

The Shanghai Steam Navigation Company's steamer *Fychow* is ashore on the Langshan crossing. The *Moyuna* has left, towing two cargo-boats, to lighten her.

At the Mixed Court, four of the Chinese crew of the American lorch *Anonyma* have been charged by Mr. Jones, the master, with insubordination and mutinous conduct during the last passage from Chinkiang to Shanghai. It appears that the ship's cook, an old man, not giving satisfaction to some of the crew, they set upon him and beat him unmercifully, when Jones interfered; upon which they assailed him, one man, since decamped, striking him a heavy blow with a handspike. The crew then refused to obey orders, and Mr. Jones finding himself powerless, hoisted the ensign, reversed, thinking he might get assistance. One man hauled it down and jumped on it. His punishment for this was 100 blows and one month's cangue; 1st lowdah, one month's cangue; 2nd lowdah, half a month's cangue; and the other man, eighty blows.

We have no further news from Peking regarding the Audience question.

Our Foochow correspondent writes:—Messrs. John Foster and Co. have commenced to lengthen their dock at Pagoda Anchorage 75 feet, with the object of being able to take in the long Suez Canal steamers that occasionally call at this port. Rain has commenced to fall at last, and it is the first time for eight months that it has penetrated the ground more than two inches. The oldest Chinese inhabitant cannot remember such a long drought.

(FROM A CORRESPONDENT.)

SHANGHAI, APRIL 19.

You will have received, doubtless, full particulars of the visit of the Grand Duke to Shanghai, which caused a round of gaieties to be inaugurated in his honour. He won golden opinions, and is every inch a prince. He has now left for the Amoor *via* Nagasaki, and purposes travelling home through Siberia and Tartary.

St. Patrick's dinner, on the 17th March, was an event of some interest, as being the first time the sons of Erin met together at a public dinner in China to celebrate the natal day of St. Patrick. The affair went off with much *éclat*.

The latest matter of interest here is a large defalcation discovered on the part of an *employé* in the Chinese Customs, who appropriated some £7,000 to his own use, for the purpose of share speculations. He has been brought up at the police-court, and remanded pending reference to Mr. Hart, at Peking. This robbery, or embezzlement, has been effected in the same way as similar ones has been, viz., by keeping back balances supposed to be lodged in the bank.

This affair throws a slur on the whole Foreign Customs Ser-

vice, as it was specially established to put a stop to fraud and embezzlement. It is not yet known what course Mr. Hart will take, whether to prosecute or not. Mercantile affairs are in a very unsettled state here at present; merchants, sharebrokers, &c., collapsing, and ruinous competition between rival steam companies.

HONG KONG.

Our advices extend to the 26th April; the French mail from London, March 14, was received on the 24th April. The following items are from the *China Mail* :—

We hear from Peking that there has been a change in the constitution of the Chinese Mission to Vienna. Mr. C. Hannen, the able and most popular Commissioner at Tientsin, has departed to assume charge of it as chief. The other foreign members are Commissioners Detring, Drew, Bowra, and Cartwright. The Chinese members are not appointed as yet.

Mr. A. N. Blakeman has consented to act as general treasurer of the Briary Fund. The subscription list closes on the 27th April. It is only intended to raise a sum sufficient to pay the man's passage home, and give him a small amount of ready money on landing.

The Pier and Godown Company have commenced roofing the shed on the pier with galvanised corrugated iron, and are driving piles alongside of about every third pile on each side of the pier (the tops being about six feet below the level of the other piles), for the purpose of laying balks of timber fore and aft, for fenders to protect the pier from being chafed.

The funds of the Morrison Education Society have been finally disposed of, and the society may be regarded as defunct. A sum of \$3,000 has been funded for the purpose of endowing a scholarship, to be called the Morrison Scholarship, at the Central School, under conditions to be drawn up by the head master of the Central School, the minister for the time being of the Union Church, and the senior resident member of the London Missionary Society, with the addition that, in the event of the discontinuance of the Central School, or other circumstances making it advisable, the disposition of the principal should be with the three gentlemen above named. The balance of the society's funds has been handed over to the Morrison Library.

The *Fray Bentos*, Peruvian ship, has been officially inspected at Macao and declared capable of taking 379 coolies. The barracoons are almost empty, and arrivals have been very scanty, seventy per cent. of those examined refusing to emigrate. Trade, therefore, is very discouraging, and will be more so if the rice harvest turns out a good one. The *San Juan*, *Luiza*, *Cancero*, *Emigrante*, *Manco-Capac*, *Rozalia*, *Proclencia*, and *Fray Bentos*, all Peruvian ships, aggregating a total of 6,676 tons, are on the berth waiting.

A boat, loaded with coolies, has been captured by a customs cruiser at a distance of a mile from the Barra Fort. The boat, with coolies, crew and all, was taken in tow by the cruiser, passing under the guns of the Portuguese forts en route to Canton.

We have received the first number of a new Portuguese paper, entitled the *Imparcial*, to be published at Macao. The *Imparcial* is well printed, and appears to be of a higher tone than the other Macao journal. It is undoubtedly on the right track when it asserts that the only remedy for the existing state of affairs is to interest the Chinese Government in the Coolie traffic.

We are glad to note that all newly-arrived steamers and sailing vessels are now boarded by the police on entering the harbour. This arrangement is a sensible one, as it often happens that robberies occur amongst the Chinese passengers on the voyage, and the suspected thief has a good chance of escaping if the means of capturing him are not at hand.

One of the oldest and most respected Parsee residents of Hong Kong, Mr. J. F. Buxey, leaves by this mail, owing to his having some three or four weeks since been seized with a paralytic stroke. Mr. Buxey has been for some years a prominent promoter of local enterprise, and is very highly esteemed by all who have come in contact with him.

A return rifle match, Officers of H.M. 80th Regt. v. Civilians, has been shot off at Kowloong, when the civilians had their revenge, beating the officers by twenty-seven points.

Tenders are invited for the erection of a police station at Yau-Ma-Ti, British Kowloong.

Baron von Rehfues, German Minister at Peking, has passed through the Colony on his way home by this mail.

It is notified that unofficial Members of Council are not entitled to wear uniform.

An amateur dramatic performance by the local club went off very successfully on the 21st April.

Mr. A. Lister has been re-appointed Sheriff of Hong Kong.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 4th May; no later mail from London had arrived out. The following summary of news is from the *Straits Times* :—

The interval since the departure of last mail has been a short

one, and there is consequently less to summarise than usual. The Governor left for Labuan, as we notified in our last summary, on the 23rd April, and has not yet returned, and the business of the Legislative Council is, therefore, at a standstill. The Criminal Session is still pending, though many of the cases have been disposed of. No less than eleven prisoners have been sentenced to death at this session, one being the Kling school-master who tried to murder his wife, killed his two children, and then cut his own throat; two Chinese were sentenced for a murder committed in a street riot; and the remaining eight were found guilty of gang robbery, attended with the murder of two Klings, in a money-changer's shop in High-street. Notwithstanding the speedy detection and arrest of many of the gang, their incarceration did not prevent another gang, or probably part of the same band, from carrying out a similar robbery at Teluk Blangah last Sunday night. The police were on their track within an hour or so after the crime was committed, and a number of Chinese were arrested before they reached their houses, with some of the property in their possession. Later some of the property was found in the possession of Chinese grooms in the Governor's employ, concealed in their boxes on the premises at Government House. While holding the police accountable for the peace of the town and the protection of property, it would, perhaps, be as well if strict surveillance were kept over the servants at Government House.

We learn that, in pursuance of his policy of centralisation, the Governor has appointed Mr. Burn, Master Attendant, to be Master Attendant of the Straits Settlements, and Harbour Master at Singapore. Mr. Burn will have charge of the Marine Department, and all the shores, harbours, lights, and beacons of the colony. We have not heard that his salary is to be increased with the increase of work.

The mail services of both the P. and O. and the Messageries Maritimes Companies have been augmented by new and elegant steamers, but it would appear that all the increased tonnage and greatly extended passenger accommodation of these companies is still insufficient to meet the Eastern passenger traffic, if we may judge from the difficulty experienced of late in securing cabins or berths in the steamer from Galle to Suez. One large steamer recently had to take all her passengers *à la* Bombay, that they might go on home by the Bombay steamer.

This colony is at last to be denuded of its transmarine convicts—at least those who have not been released on ticket-of-leave. As the time has approached for their withdrawal, we understand the number of ticket-of-leave men has been greatly augmented, and we hear there are many more, whose term of sentence are nearly expired, who will enjoy a like favour. This is, we believe, strictly in accordance with the arrangement made respecting the transfer of the convicts.

H.M.S. *Hornet* has returned from Penang, she having been to Atchin with the Dutch expedition.

The latest news of the Dutch expedition to Atchin is contained in a telegram from Penang dated 2nd May, which stated that the troops left Atchin for Singapore on the 29th April, but that the blockade would be maintained by three ships of war. So far as can be gathered from our latest Java papers, the Netherlands Indian Government is fully alive to the necessity of prosecuting the war, now that it has been entered upon, in order to maintain its prestige amongst the natives now under its rule, and intends to resume hostilities with a large force as soon as the season will permit. The unmistakable repulse the Dutch have experienced in this expedition is a matter of very serious concern to their prestige, and may lead to consequences which can yet be hardly realised from its effects upon the native mind. We gravely doubt the wisdom or policy of the expedition leaving Atchin at all, and we would warn the Dutch authorities that they have undertaken, wantonly, so far as we can see, a task, the magnitude and difficulties of which they seem yet to have hardly realised, but of which they have had a slight foretaste in the utter defeat they have just sustained. They cannot afford a second one. No official statement of the total loss suffered by the Dutch has been published. The *Indier* says that up to the 18th April the loss of the land forces amounted to 6 officers and 45 men killed, and 25 officers and 363 men wounded. The naval force had 2 officers killed, and 20 men wounded; 160 sick and wounded had arrived at Padang, and 15 wounded had been conveyed to Batavia. The Government, on first receiving the news of the failure at the Kraton, determined to despatch reinforcements, but decided on the 20th April upon withdrawing the troops, on intelligence being received that a council of war held at Atchin had come to the conclusion that the situation there was an untenable one.

The *Indier* of the 26th April thus comments upon the state of affairs :—Great is the impression made by these events throughout the Archipelago. The tears of many whose dearest relations have fallen, the three millions that have been spent, the complete interruption of steam communication throughout the Archipelago—all these sacrifices would be considered as trifles, were it not for the heavy blow inflicted on our prestige. Our navy will continue to blockade the ports of Atchin, but the ships, too excepted, sail wretchedly, and are, properly speaking, rotten wooden vessels. Without a strong artillery park, Atchin is strong to us. The bitter fruits of gross neglect in this respect are now being

reaped. Palembang, Boni, and Bali call to mind former failures; but seldom or never has the blow been so heavy, so painful. Knowledge of the enemy's resources, their strength, and the state of the country, was wanting. Yet the war has been undertaken, trusting merely to the bravery and strength of mind of our troops. Much has been made good by these qualities of the army, much has it done by defective means, but this time it appeared that we had before us an enemy who is not inferior to us in bravery, and who defended desperately his country inch by inch, and a *outrance*. Though hundreds of Atchinese fell—their loss must have been very great—masses of them always stood firmly, and resumed the contest with greater fury, and with a fearlessness unknown before in our Netherlands India history.

The *Sumatra Courant* says that the Atchinese on the West coast have not hesitated to give ear to the summons of the Sultan to come to defend their country. It is said that one battalion of troops will be despatched to Sumatra and two companies to Deli.

CEYLON.

(FROM A CORRESPONDENT.)

KANDY, MAY 5, 1873.

This ancient capital, the quondam residence of a long line of Kandyan Kings, was on the 27th ult. startled by three sudden explosions. On turning in the direction of the reports were to be seen volumes of fire and smoke, with bricks, tiles, rafters, and other fragments of buildings flying high in air. Arrived at the spot a crumbled mass of ruins met the eye. The explosion had arisen from gunpowder, which had been carelessly kept for sale in native bazaars. At the point of junction of Colombo with Trincomalie-street, on both sides of Colombo-street several houses were down—one on fire, and fears were entertained that if a breeze sprang up the conflagration would extend down Trincomalie-street and carry away the best part of the town. All the exploded and fallen houses were native shops, almost all of them containing gunpowder in large quantity. Men were busy there carrying away the powder from the fallen houses which were not on fire, as well as from those which were, and from the neighbouring boutiques—for they are all boutiques in that street—as well as removing the debris from above such of the inmates as were hoped to be got out alive. Ten houses had fallen, burying in their ruins about forty people; fifteen of them were got out alive, of whom two afterwards died. Crowds of natives had assembled, but, with the usual native apathy, were doing nothing; a few Europeans only were exerting themselves to save life. Presently the military appeared on the scene, also the police, both with their fire engines; but neither seemed in working order, for they could not be got into play for about an hour. They did work at last, however, and by two o'clock in the morning got the fire subdued. The military rendered very efficient service, and it has been justly commented on by a writer to the local press, that if they had been of no other use to the colony their value on this occasion would have warranted a depot of them being kept at this station. Yet at this very moment the military authorities have given out that they are to be withdrawn from outstations and concentrated at Colombo, which intimation has met most unqualified reprobation in the central metropolis; the inhabitants whereof pay their share of the taxes whereby the military are supported—and they are all supported by local taxation—yet we have not a word to say in the matter of their stationing. All may be sent to the top of Adam's Peak for all we can do to prevent it, or they may be taken to defend the key of India, Trincomalie, for all the taxpayers can do to prevent it. Verily, this seems to prove that might is right. But there are so many ways besides a fire in which they could be of use at Colombo, too far away from Kandy to prevent mischief. Yet Kandy is the centre of the great producing interest in the country—the coffee plantations. It is hoped the local Government will protest against a step so inconsiderate, unwise, and expensive. Expensive, because they have good barracks here, whereas in Colombo new ones would have to be built, while the island has lately been bled to the tune of probably £50,000 for extra barrack accommodation, at a time, too, that one regiment—the Rifles—is being disbanded. When we had four regiments our barrack accommodation was sufficient; now that we are reduced to one, all this extra is required. The military dictum evidently is, "The island is rich, let her bleed."

The cause of the accident could not be discovered—whether a lighted match carelessly thrown down, an end of a cigar, a spark from a fire stick, or any other cause—did not come out; and most likely those who could have told were tongue-tied for ever. The whole five persons who were in one of the boutiques where the first explosion is supposed to have taken place, were buried under the ruins. It appears there was an ordinance regarding the storing of gunpowder passed in 1862, whereby 100 lb. was the limit allowed to be kept in any one shop; but it was never proclaimed in Kandy, therefore not in force there. And there was a magazine erected some two years ago—there having been one before which was taken down—but it had never been given over to the municipalities nor used by the Government, these powers having been corresponding about the terms for some time; meanwhile this explosion—a sad commentary on official procrastination! Even had the proclamation been in

force, and the magazine in use and its occupation compulsory, 100 lbs. allowed to be kept in each shop, in a street where all are shops, and adjoining each other, was far too much to be safe, for there might thus be concentrated in a very small space enough to have blown up the town. As it was, almost each shopkeeper admitted having had about 300 lbs., and they must have had considerably more, as when the powder was removed to the magazine, which it was immediately after the catastrophe, 22,000 lbs. were removed from a few shops almost all contiguous. The authorities will no doubt be on their mettle now, but they ought to have been so before. The coroner's jury who next day viewed the bodies of the dead—a ghastly sight, some charred to a cinder, others with broken bones, broken heads and no heads at all—and inquired into the cause of the disaster, passed a severe censure on the Government, the municipality, and the police.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market during the fortnight had been extremely dull and neglected, the demand for Shirting noticed in our last report having subsided to a considerable extent, while for Yarn lower offers were made by dealers, and in some cases accepted. Rates for all classes of goods were weaker, with very little animation apparent. In Metals there had been a demand for Nail Rod Iron only.

HIOGO-OSAKA.—Though deliveries had been on the increase, the tendency of the market was weak. Cotton Yarn: Nos. 16-24 and 28-32 showed an advance in price during the early part of the month, and at the close, while the advance had been taken off again for Nos. 28-32, it partially remained for the former count, which was all but nominal, however. Grey Shirtings had receded in value, the demand slackening, but stocks had not increased. Black Velvets had assumed a healthier tone, and as much as \$10 to \$10.50 per piece had been obtainable, but the advance was afterwards partially lost, and quotations at the close were nominal, with heavy stocks. Victoria Lawns had met with a fair inquiry, and holders but reluctantly submitted to offers. Transactions in Mousselines de Laine, plain and printed, had been made on speculation; this feeling had been freely met by importers, and while deliveries were considerable, prices were drooping. Nail Rod Iron: Fine sizes saleable. Quotations:—Cotton Yarn, Nos. 16 to 24, \$120.00 to 123.00; 28 to 32, \$132.00 to 134.00. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., 38 yards 39 in., \$2.25 to 2.30; \$4 to \$4 1/2 lbs., 38 yards, 39 in., \$2.58 to 2.62; 9 lbs. ditto 44 in., \$2.85 to 2.90; White Shirtings, nominal; T-Cloths, 6 to 7 lb., \$1.55 to 1.85; Drills, Dutch, 40 yards, \$3.70; ditto, English, 40 yards, 15 lbs., \$3.85; Velvets, black, \$9.00 to 9.50 per piece; Black Sateens, 32 in., \$0.18 to 0.20 per yard; Victoria Lawns, \$0.97 to 1.00 per piece.

HANKOW.—The market had shown little or no sign of reaction from the dull tone recently prevailing, while sales of imports generally had been very limited; prices, where any change had taken place, ruled in favour of buyers. Grey Shirtings, \$4 lbs., had maintained their downward tendency; quotation, Tls. 1.88 to 1.96; 7 lbs., unchanged at Tls. 1.68 to 1.72; 9 1/2 lbs., Tls. 2.38 to 2.57 per piece. T-Cloths slightly lower; 8 lbs., Tls. 1.72 to 1.78; 6 lbs., Tls. 1.30.

SHANGHAI.—Cottons: The business done had been almost nil, no enquiry whatever having existed for any description of Piece Goods. Drills were further depressed and lower in value, other goods remaining without change, but in the absence of business, quotations were more or less nominal. Woollens.—Transactions most limited, the few sales reported showed a decline on previous rates. Metals and Coals had been quiet at previous quotations.

HONG KONG.—The only arrivals had been the steamers Canton, Diomed, Glendarock, and the mail str. with manufactures for this market. Advices of increasing shipments from home, continued dullness in the Northern Markets, and a general want of activity in the local trade, had prevented any improvement in the market. Yarn was almost the only article showing any life or activity. A moderate amount of business was being transacted in each of the different counts at about the same quotations as last given—16/24s. \$1.10 to 1.20, 28/32s. \$1.26 to 1.29, and 38/42s. \$1.32 1/2 to 1.37 per bale. Stocks of all counts within very reasonable compass, and prices not likely to decline. Grey Shirtings weak and unsatisfactory; 7 lbs. offered at \$2.15 to 2.16, but not taken readily; 8 1/2 lbs. dull at \$2.45 to 2.52 1/2, the higher quotations being quite nominal; a few 10 lbs. placed at \$3.48 per piece. White Shirtings and White Irishes nothing doing. T-Cloths, 6 lbs. in small supply, but there is very little inquiry; 7 lbs. not asked for; Mexican, 6 and 7 lbs. very quiet and weaker; 8 lbs. out of demand. Grey Drills, quotations nominal; sales impracticable, owing to heavy stocks at all ports. Woollens generally showed a downward tendency. Metals: Nail Rod Iron steady at former prices; Bar firmer; Hoop weaker; Round had given way a little; Wire neglected; Steel in better inquiry, prices firm; Tin Plates quiet; Quicksilver neglected; Yellow Metal declined about 50 cents per picul; Lead attracting some attention from speculators, and prices supported.

CANTON.—The interval had been characterised by no other feature than that of general quietness, greater even than usual at this period of the year. Business with the native merchants was in a rather unsatisfactory condition, resulting in a disinclination to make purchases. Lead was quoted \$7.20 to 7.25 for common, and \$7.30 to 7.35 per picul for W.B.; sales 500 piculs, stock 1,800 piculs. No transactions reported in Quicksilver, which was worth \$115 to 116 per picul. Rice had declined about 5 cents per picul, and was slow of sale.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The arrivals with general cargoes had been the Auriga and steamers Tchihatchoff and Macgregor from London, and the steamer Ulysses from Liverpool. The demand for Piece Goods has been more active, and clearances

are on a larger scale. In prices there is little change to note, but holders have been rather firmer, and the market closes steady at quotations. 39 inch Grey Shirtings 8½ lbs, continued in good inquiry, and stocks being reduced, holders found no difficulty in making sales at \$2.52½ to 2.55, 7 lbs. in some demand at \$2.12½, 6 lbs. quiet at \$1.90 to 1.95. 45 inch 8 lbs. dull at \$2.45 to 2.50, 9 lbs. scarce, and worth \$2.90. 32 inch T-Cloths 7 lbs. slow sale at \$1.75 to 1.80, 6 lbs. in good request, and considerable clearances at \$1.57½ to 1.60; lighter weights neglected, only a few trifling sales of 4 lbs. reported. Grey Madapollams: 3 lbs. asked for at \$18½ to 18½, trifling inquiry for 2½ lbs. at \$17½, and 2½ lbs. at \$18. Grey Supers: A moderate business done in common qualities, but for best makes there was little demand. 36 inch White Shirtings: A larger business has been done in medium qualities, and for favourite makes of fine description there had been a fair inquiry. 45 inch White Cambrics: 15/16 had received some attention at \$30½ to 31 for ordinary. 40s. Grey Yarn: Stock increased, but fair inquiry and deliveries favourable, prices slightly weaker at \$128 to 129, 30s scarce but quiet. Coloured Yarn: T. R. dye, full weight, scarce and readily saleable. Green Yarn in request at \$87 to 90, Orange and Yellow in moderate demand at \$82 to 85. Woollens: Camlets asked for at \$18½ to 20. Long Ells in some inquiry at \$8 to 8½ for 12 lbs. Lastings quieter. No inquiry for Brocade Lustres. Scarlet Bombazettes in poor request. Iron is in better request, but high prices asked by holders prevent business. Yellow Metal in moderate demand at \$26½ to 26½. Lead very quiet, L.B. brand would probably find buyers to a small extent at \$6½ to 6½. Sheet, dull of sale at \$6.40 to 6.50.

PENANG.—Only a very small business had been done. The market remained in much the same position as last reported, and quotations generally were unaltered. There had been no arrivals from Europe.

EXPORTS.

TEA.

YOKOHAMA.—The settlement of about 600 piculs for San Francisco had been the only business of the fortnight, and may be said to conclude the season. Small garden musters of the new crop were expected to be shown shortly, and the first arrivals of small quantities in about ten days from date.

HIOGO-OSAKA.—The market remained in much the same state as last reported, and no settlements had transpired. Garden musters were expected to be shown in a few days, but no quantity of new leaf was expected before the early part of May. The weather continued favourable to the new crop. Quotations were quite nominal.

HANKOW.—Messrs. Drysdale, Ringer, and Co. report: Arrangements for the purchase of the New Season's Teas by natives being now almost completed, we have the pleasure to furnish such information respecting the number of hong opened in the various districts as we have been able to gather from reliable sources. The above figures show a considerable falling off in the number of hong opened in the Hupeh or Copack districts, 21 namely, while in the Oonam districts, on the other hand, there is an increase of 10 hong. In the Kiukiang districts the number of hong opened also shows a large decrease, in the case of Ningchow there being as many as 25 less than last year, and in that of Hohow 12 less. Last year the estimated average of Sycee sent into the country for each hong was Tls. 15,000, while this year the same is only estimated at Tls. 13,000. Altogether, therefore, the operations of Tea dealers for the coming season would seem to be considerably influenced by the unfavourable state of the London market during the one just finished, and we can only hope they will exercise as much caution in making their purchases in the country districts.

SHANGHAI.—No business had taken place in Congous, the market continuing bare of stock. Teamen appeared to be acting cautiously in arranging for their operations in the new season's Teas. The Hong established in the Black Tea districts for purchases of the new leaf were reported to be less numerous, and the total amount of funds sent up was said to be about twenty-five per cent. smaller than last season. The weather had been favourable. Green Teas: The business of the fortnight had been comprised in the settlement of a small parcel Pingsuey, equivalent to 146 half-chests, at Tls. 31½ per picul. A chop of local packed Tea had been added to stock, which consisted of 882 half-chests of this description and 300 half-chests Pingsuey.

CANTON.—The only settlement had been 600 boxes new crop District Congou, but the price had not transpired, and there had been a few further shipments under contract. The new leaf had commenced to arrive in small quantities, but no musters of Scented kinds had yet been shown. Owing to the unfavourable weather at the opening of the year, the first crop was represented by the Teamen to be of somewhat inferior quality, and rather below the average quality, which would probably account for the desire manifested by one or two buyers to hurry forward small shipments of contract Tea by mail steamer at a reported advance of one to three taels per picul on last year's prices. The Teamen were not apparently desirous of purchasing leaf at current rates, so that transactions were left to more sanguine operators stimulated by contracts with foreign buyers. The prospects for the second picking were very good, and a large crop was looked for.

SILK.

YOKOHAMA.—Settlements since the 5th April had amounted to about 600 bales, of which fully two-thirds had gone forward on native account. Dealers were averse to accept the low offers made by buyers, and preferred to take the risk of the home market; Oshus and Tayssam sorts were again lower. Arrivals had been small, and the stock was about 1,600 bales. Quotations were, Hanks, Mybush and Sinchu, best 28s. 7d. to 30s. 1d.; medium 26s. 4d. to 27s. 10d.; inferior 24s. 2d. to 25s. 3d. Oshu, best 27s. 10d. to 29s.; medium 26s. 4d. to 27s. 6d.; inferior 21s. 11d. to 25s. 3d. Hamatski, 22s. 3d. to 24s. 2d. Coshu, medium 21s. 2d. to 25s. 7d. Sodai, medium 23s. 9d. to 24s. 10d. Etchesen, medium 23s. 9d. to 24s. 10d.; inferior 21s. 2d. to 22s. 3d.

SHANGHAI.—Very few transactions had taken place, and nothing worthy of remark had occurred on the market. The sales amounted

to 400 bales, including 150 bales not calculated in the last figures, and comprised some small lots of Elephant chop at Tls. 410, "Grasshopper" at Tls. 430, Dancing Bear No. 2 at Tls. 415, and inferior Tsatlees at Tls. 330 to 340. Settlements for the fortnight 400 bales. Total settlements since 1st June, 55,900 bales; against 1872, 49,500 bales; 1871, 33,500 bales. Comparative unsold Stock 18th April, 1873, 300 bales; 1872, 100 bales; 1871, 100 to 200 bales.

CANTON.—There was still some 300 bales of Old Silk on offer, available for export to Europe, but prices were too high to tempt buyers. In Re-reels settlements amounted to about 80 boxes, all Re-reels Tsatlees. Prices paid were the lowest reached this season. As regards New Silk, everything appeared favourable for the first crop, the yield of which was variously estimated at from 3,500 to 4,000 bales of Tsatlees alone, a fair proportion of which, however, would be Re-reels for the American market. Contracts were reported to have been made for Re-reels, New Silk, on the basis of \$540 for best No. 1 Lacklow, which would point to high prices ruling at the opening of the market.

STRAITS PRODUCE.

SINGAPORE.—Prices of most articles of export had had an advancing tendency and the market generally was firm, there being a scarcity of some of the principal staples, but the high rates current have prevented a large business. Tin: About 1,800 piculs placed at \$35½; stock remaining 900 piculs, firmly held, and no buyers. Gambier dearer, but transactions are limited by high price; 600 tons contracted for at \$5.20 to 5.25. Black Pepper: Nothing done, price nominal at \$14.50 to 14.62½. White Pepper: Arrivals small and prices advanced; good Singapore \$23, Rhio \$21.75 to 22. Bontyne Coffee: Arrivals about 7,000 piculs mixed taken at \$20½ to 20½ for Europe. Sago Flour: Sales of Borneo at \$2.57½; nothing doing in Singapore. Pearl Sago contracted for at \$3.12½ to 3.10; market quiet. Tapioca: Flake in demand at \$4.75 for medium; Pearl very dull at \$4.25 to 4.50, according to quality.

PENANG.—The market had been moderately active; quotations, generally, were well maintained, and in some instances showed a slight advance. Tin had advanced to \$34.55 to 34.60, and was held for a further advance. Black Pepper: Market very firm, and the Bazaar cleared. West Coast taken at \$13.50 to 13.60, and for future delivery at \$13.75, and dealers now are rather unwilling to enter into engagements at this figure. Hides: Both Cow and Buffalo in excellent demand, the former at \$17½, and the latter at \$10.40. Nutmegs very firm at \$74 for 110s, at which a small business had been done. No transactions in other Nos. Mace rather easier, and dealers anxious to sell No. 1 at \$98, buyers holding off.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 5½d.	4s. 5½d.	4s. 6d.
Shanghai "	5s. 10½d.	5s. 11½d.	5s. 11½d.
Canton "	"	"	"
Hong Kong "	4s. 5½d.	4s. 5½d.	4s. 5½d.
Macao "	"	"	"
Singapore "	4s. 5½d.	4s. 5½d. to 4s. 5½d.	4s. 5½d. to 4s. 6d.
Manila "	4s. 3d.	"	"

MISCELLANEOUS.

	At Shanghai	At Hong Kong.
Bills on India	30s	22s
" Hong Kong	24½ to 25½ dis.	—
Bar silver	111.25	8 prem.
Mexican dollars	76.8.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 57 per cent. premium.
 Hong Kong Gas Company, \$65 per share.
 Hong Kong and Whampoa Dock, 7 to 8 per cent. discount.
 China Traders' Insurance Company, \$950 premium.
 Hotel Shares, 48 per cent. discount.
 Hong Kong and Macao Steamboat Company, 37 per cent. premium.
 Hong Kong Fire Insurance Company, \$320 premium.
 Union Insurance Society, \$900 premium.
 China and Japan Marine Insurance Company, Tls. 10 prem.
 China Fire Insurance Company, \$32 premium.
 Victoria Fire Insurance Company, \$18 premium.
 Indo-Chinese Sugar Company, \$70 dis.
 Shanghai Steam Navigation Company, 10 per cent. prem.
 Hong Kong Distillery Company, \$25 dis. (nominal).
 Hong Kong Pier and Godown Company, \$50 dis.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divid.
	Taels.	Taels.	Taels.	p.c.
Shanghai Dock Company ...	500	500	200	4 p.c.
Shanghai Gas Company ...	100	100	146	12 p.c.
Shanghai S.N. Company ...	100	100	105	12 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company ...	50	50	62	11 p.c.
Hong K. Fire Insurance Co. ...	\$1,000	\$200	\$500	12 p.c.
North China Insurance Co. ...	Tls. 1,000	Tls. 300	Tls. 470	trien.
North China Steamer Company	100	100	58	...
Union S.N. Company ...	100	100	87	12 p.c.
Yangtze Ins. Association ...	500	500	775	15 p.c.
Union Insurance Society ...	\$5,000	\$1,000	None	...
China Traders Co. (Limited) ...	1,000	1,000	\$2,100	\$250 p.sh
Hong Kong and China Gas Co.	£10	£10	£65	10 p.c.
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls. 110	12 p.c.
Victoria Fire Insurance Co. ...	\$500	\$100	\$116	12 p.c.
China Fire Insurance Co. ...	500	100	130	12 p.c.
Hongkew Wharf Co. ...	Tls. 100	Tls. 100	Tls. 146	12 p.c.

SHANGHAI SILK SHIPPERS.

(From 1st June, 1872, to 18th April, 1873.)

	Bales		Bales
Adamson, Bell, and Co. ...	1,580	Lacroix, Cousins, and Co. ...	2,636
Balfour, Butler, and Co. ...	857	Lindsay and Head ...	48
Barnet and Co. ...	455	Maertens, A. H. ...	955
Birt and Co. ...	13	Morris, Lewis, and Co. ...	67
Birley, Worthington, & Co. ...	450	Nachtrieb, A., and Co. ...	971
Blain and Co. ...	60	Overbeck and Co. ...	41
Bower, Hanbury, and Co. ...	3,227	Pila and Co. ...	1,250
Bourjau, Hubener, and Co. ...	584	Pustau, Wm., and Co. ...	48
Bovet Brothers and Co. ...	537	Reiss and Co. ...	2,585
Bull, Purdon, and Co. ...	287	Russell and Co. ...	1,250
Butterfield and Swire ...	1,696	Sassoon, E. D., and Co. ...	38
Chapman, King, and Co. ...	80	Sassoon, David, Sons, & Co. ...	2,069
Coutts and Co. ...	169	Scheibler, Matthaei, and Co. ...	770
Dent and Co. ...	172	Shaw Brothers and Co. ...	500
Dickinson and Co. ...	50	Siemssen and Co. ...	523
Essex and Co. ...	1,485	Skeggs, C. J., and Co. ...	47
Findlay, Wade, and Co. ...	198	Textor and Co. ...	3,388
Fogg and Co. ...	242	Telge, Nolting, and Co. ...	188
Gamwell, F. R. ...	35	Thorne Brothers and Co. ...	438
Gibb, Livingston, and Co. ...	683	Turner and Co. ...	84
Gilman and Co. ...	509	Vogel, Hagedorn, and Co. ...	310
Heard, Augustine, and Co. ...	424	Westall, Brand, and Co. ...	641
Helbling, J. C., and Co. ...	299	Wright, Burkill, and Co. ...	1,021
Hogg Brothers ...	70	Sundries ...	18,611
Holliday, Wise, and Co. ...	30		
Jardine, Matheson, and Co. ...	1,058	Total Bales ...	55,092
Jarvie, John, and Co. ...	1,343		

LATEST TELEGRAMS.

(REUTER'S TELEGRAMS.)

OPENING OF THE CANTON TEA MARKET.

HONG KONG, JUNE 8.—Canton Tea Market opened one to two Tls. lower than last season; 60,000 boxes purchased at Tls. 17½ to Tls. 32. Total export of new season's Teas to date 7,500,000 lbs.

OPENING OF THE SHANGHAI TEA AND SILK MARKETS.

SHANGHAI, JUNE 8.—Tea and Silk markets opened.

THE HANKOW TEA MARKET.

SHANGHAI, JUNE 1.—Ninety-seven chops of new season's tea have been settled at Hankow, and the total export to date is 6,700,000 lb.

THE WAR IN SUMATRA.

(REUTER'S TELEGRAMS.)

THE HAGUE, JUNE 4.—A telegram from the Governor-General of Java, dated the 31st of May, has been received here announcing that the Rajah of Trocmou, a State bordering on Dutch territory upon the Western Coast of Sumatra, displays very favourable sentiments towards Holland. The Rajah of the Atchinese country of Tampahouan has written to the President at Tampanoli that he will not help the Atchinese. According to another telegram some disturbances have occurred at Banjoewangie. Troops were sent thither, but order was restored without their interference, and they have since returned.

PENANG, JUNE 4.—Three vessels flying the English flag, laden with merchandise, and bound from Atchin to Penang, have been fired into by a Dutch man-of-war. The agent of the Sultan has petitioned the Governor of Penang for assistance. The nature of the Governor's reply has not yet transpired. It is stated that should the Dutch attempt to resume the offensive against Atchin they will meet with a stronger resistance than ever. The Atchinese are prepared to defend the country for two or three years, during which the Sumatra pepper plantations would be ruined. Chinese coolies are enlisting as soldiers. The Atchinese deny the charge of treachery brought against them in the memorandum of the Dutch Government read to the Dutch Chambers, alleging that Panglematebang, who signed the Rhio Treaty, was not the Sultan's accredited agent.

MARKETS.

CHINA.

HONG KONG, MAY 31.—Grey Shirtings, 6½ catties, 8½ lbs., \$2.47; Cotton Yarn 16-24, \$118; T-Cloths 6 lbs. ordinary, \$1.55; 7 lbs. Mexicans, \$2.02. Cotton: Fair medium Bengal, \$10 to 10½. Exchange on London: Bank bills, six m.s., 4s. 6½d.

SHANGHAI, MAY 31.—Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.90; T-Cloths, 6 lbs., ordinary, Tls. 1.15; 7 lbs. Mexicans, Tls. 1.54; Cotton, Shanghai, Tls. 12. Exchange on London: Bank bills, six m.s., 6s. 0½d.; Mexican dollars, Tls. 76½.

HONG KONG, JUNE 8.—Forced sales of Cotton Piece Goods; Woollens declining; Grey Shirtings, 6½ catties, 8½ lbs., \$2.47; Cotton Yarn, 16-24, \$118; T-Cloths, 6 lbs., ordinary, \$1.55; 7 lbs. Mexicans, \$2.02. Exchange on London: Bank bills, six m.s., 4s. 6½d. Tea season closed; total export (from China and Japan) for the season, including quantity lost, 149,125,000 lbs.; stock at Foochow, 40,000 chests; at Canton, 63,000 boxes.

SHANGHAI, JUNE 8.—Market for Cotton Goods quiet; Woollens weaker; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.92; T-Cloths, 6 lbs., ordinary, Tls. 1.10; 7 lbs. Mexicans, Tls. 1.15. Cotton, Shanghai, Tls. 12. Exchange on London: Bank bills, six m.s., 6s. 0½d.; Mexican dollars, Tls. 76½. Silk: Total export for the past season (from China and Japan) to England, 56,000 bales, to the Continent, 25,000 bales; stock, Shanghai, 700 bales, Japan, 700 bales.

STRAITS SETTLEMENTS.

SINGAPORE, JUNE 5.—Cotton Yarn, 40's, \$124; Grey Shirtings, 39-in., 8½ lbs., \$2.57½; 7 lbs., \$2.12½. T-Cloths, 6 lbs., ordinary, \$1.57½.

Gambier, \$4.65. Pepper: Black, \$13.15; White (Rhio), \$18. Tin, \$34.30. Exchange on London: Bank bills, six m.s., 4s. 6½d. PENANG, JUNE 5.—Tin, \$33.90. Pepper: Black (West Coast), \$12.50; White, \$20.50. Sugar, No. 2, \$4.50 to 4.85; No. 1 (basket), \$2.90. Cotton Yarn (Mule Twist), 40's, \$129; 30's, \$110. Grey Shirtings, 8½ lbs., \$2.57½; T-Cloths, 6 lbs., \$1.62½. Exchange on London: Bank bills, six m.s., 4s. 6d.

THE MAILS.

PRESENT INWARD MAIL.—BRINDISI, JUNE 5.—The P. and O. Company's steamer Poonah, with the homeward India, China, and Australian mail, arrived at noon, and the mail left at 1.45 this afternoon for London.

HEAVY PORTION OF PRESENT INWARD MAIL.—ALEXANDRIA, JUNE 2.—The P. and O. steamer Simla left here at 10 A.M. this day, and may be expected at Southampton about the 15th inst.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, JUNE 4.—The P. and O. steamer Candia arrived here this morning, with the heavy India and China mails, 136 passengers, £231,517 in specie, 1,587 boxes of tea, 227 bales and 34 cases of silk, and a general cargo. She left Alexandria on the 20th, Malta the 24th, and Gibraltar the 29th ult.

NEXT INWARD MAIL.—SUZ, JUNE 2.—The Messageries Maritimes steamer Amazone, with the inward French mails, left here at 8 A.M. to-day for Port Said and Marseilles, at which latter port she may be expected on the 10th inst.

INWARD FRENCH MAIL, DUE JUNE 30.—GALLE, JUNE 1.—The Messageries Maritimes steamer Ava, with the inward French mails, left here to-day for Aden.

OUTWARD MAIL OF MAY 2.—SINGAPORE, JUNE 3.—The P. and O. Company's steamer Bokhara, with the London mail of May 2, arrived here to-day.

OUTWARD MAIL OF MAY 9.—GALLE, JUNE 2.—The Messageries Maritimes steamer Sindh, from Marseilles 11th of May, left here to-day for Singapore.

OUTWARD MAIL OF MAY 23.—SUZ, JUNE 2.—The Messageries Maritimes steamer Provence, from Marseilles 25th of May, left here to-day for Aden.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 12, Osaka; from Marseilles, Selica (str.); from Cronstadt 13, Pyrmont; from Callao, 12, Land-worst.

At HIOGO.—From Liverpool, March 31, Harrington.

At SHANGHAI.—From London, June 3, Flying Cloud, Teviot, Alfred, Charlotte, Antipodes; 4, Singapore (str.); from Liverpool, 3, Nestor (str.); 8, from London and Liverpool, Gordon Castle, Venetia, Agamemnon, Nankin.

At HONG KONG AND CANTON.—From London, April 24, Glendarroch (str.); 25, Venetia (str.); June 3, Argonaut; 8, from Liverpool, Glaucus (str.).

At SINGAPORE.—From Newcastle, May 25, Mozart.

At PENANG.—From London, June 5, Beethoven, Charles Collet.

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO.—For Falmouth, for orders, April 2, Lizzie Iredeale.

From SHANGHAI.—None.

From HONG KONG AND CANTON.—For London, April 19, Hong Kong (str.).

From SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Alexandria.

At HIOGO.—For London, Harrington; for Falmouth, Yarra, Hans.

At SHANGHAI.—For London, Hector (str.).

At HONG KONG AND CANTON.—None.

At SINGAPORE.—For London, Antonio M., Emilia Figlia; for Liverpool, Imperial; for Marseilles, G. B. Murzi.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 5s. per ton of 50 cubic feet.

At HIOGO.—To London, £3 15s. per ton.

At SHANGHAI.—The Hector is on the berth for London at £3 per ton of 40 feet.

At HONG KONG AND CANTON.—Homeward rates remain unaltered.

At SINGAPORE.—For London, Tin, £2; Pepper, £5; Coffee, £4 10s.; measurement, £4 to £4 10s. per ton.

MAJOR EDWARD PITCHES WILSON RIPLEY, of the Bengal Staff Corps, who committed suicide last week, served throughout the operations of the campaign of 1860 in China, for which he received a medal and two clasps.

MR. LEWIS H. MOORSOM, C.E., late Surveyor-General at Hong Kong, has accepted an appointment on the staff of the London and North-Western Railway at Manchester.

For Shipping Postscript. Births and Deaths, &c., see page 380.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,

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The London & China Telegraph.

LONDON: MONDAY, JUNE 9, 1873.

THE PAUMBEN CHANNEL.

WE think there is every reason to congratulate our friends in Ceylon on the final report of Mr. ROBERTSON concerning the long-demanded Paumben Channel. Not only on the deservedly high reputation of the Government Harbour Inspector rests the merit of the line on which he has decided. The simplicity and clearness of the reasons given for adopting the present route—its directness, its advantages at each terminus, and, above all, the wonderful economy of the work—must strike every impartial reader of the *résumé* of the Blue-book, which we gave in our last issue. Not less satisfactory are the reasons for dismissing the numerous rival plans, which have been so long debated, for none of them appear, on examination, to possess the qualities of Mr. ROBERTSON'S line. To save 700 miles of distance by the cutting of two—four days in time—to bring into development a part of the country hitherto neglected—and to effect all this at a cost of less than half-a-million—all these are recommendations which will make every one interested in trade in the Far East unite in an unanimous demand that the work shall be commenced without delay. No doubt Mr. GREGORY, with his accustomed promptitude, has already acquainted himself with the exact line struck out by Mr. ROBERTSON, and expressed his opinion of it to the Home Government, as well as his own Council. We hope both may be equally prompt. Taking Mr. ROBERTSON'S observations as conclusive, there can be no doubt that the new canal will begin to pay handsomely from the first month that it is opened. Whether it be undertaken by the Government of Ceylon, the Municipality of Colombo, or a joint-stock company, is of little moment—the one thing pressing is that it should be set about at once; that Messrs. SIMONS should receive their commission for the two dredgers, and that the necessary bungalows and huts be erected along the proposed line, for the accommodation of the officers, coolies, &c., on the arrival of the dredgers.

THE JAPANESE EMBASSY.

THE Japanese Ambassadors reached Vienna on the 4th inst. Count ANDRASSY, in receiving the members of the Embassy, stated that the experience obtained by the Ambassadors during their visit to the Western Powers, and the reforms already set on foot in Japan, facilitated the establishment of friendly relations, which, indeed, are every day becoming more intimate. Count ANDRASSY thanked the Embassy for the extensive participation of Japan in the Vienna Exhibition. IWAKURA, in reply, expressed his acknowledgments for the friendly courtesy which the representatives of Japan had met with in Viennese circles, and for the steps taken by Count ANDRASSY to obtain an audience of the EMPEROR for the Ambassadors to present their credentials. With reference to the Embassy sent from Japan to Pope Gregory XIII., which reached Rome in 1585, visited Venice in July of that year, and reached Japan upon their return in 1587, to which we alluded in our last issue, the following is a translation of the Latin inscription on the tablet in the cloisters adjoining the Church of Santa Maria Salute, Venice:—

The intrepid and illustrious *Itô Mautro*, nephew of the King of Ti-unga, Ambassador of the King of Bunga,

Michael Ci-unga, cousin of the King of Arima, and coming from his Excellency Bartholomeo, and the most valiant Barons and most serene princes of the kingdom of Fizen,

Julian Nacu-ôura and *Martin Yara*, of Japan, from the extreme part of the other hemisphere, did the 5th day of July, 1585, visit the sacred relics of this school, which were left it by the illustrious and exemplary Cardinal Bessarione.

With reverence for the name of the Supreme Ruler and his surrounding hosts, they have promised under oath, on their part, to found in the name of Charity another similar institution in Japan; whereupon the Principal Guardian bestowed upon them, with all their adherents, his *cappa* [head-dress of his order], which was presented in the name of this College.

This is to the glory of our Holy Protectress.—*Amen.*

THE TRADE IN SILKWORMS' EGGS.

ONCE more we hear of the cruel frauds practised on silk producers in Italy, leading not unfrequently to the entire failure of their crops, owing to the bad quality of the cards and the consequent non-hatching of the eggs. The profits so easily gained by the exportation of silkworms' eggs from Japan have induced certain adventurers, having no position in the trade, and no knowledge of the country, to advertise themselves as "Exporters direct from Japan," &c., &c., and these, too, often find in Japan a similar unscrupulous class of persons seeking the easiest means of gain. Those who are acquainted with the rearing, or, as they say in Italy, with the education of the silkworm, know that the best cocoons produce the finest and heaviest moths, whose progeny is naturally of a superior quality, but the threads of the cocoon being broken by the insect in its exit, the silk is rendered comparatively worthless. The plan is therefore adopted by unprincipled parties to destroy the most healthy and vigorous insects, to save the silk, and to reserve for reproduction only the lightest and most inferior cocoons, which of course contain weak, and often unhealthy insects. The enormous demand for Japanese eggs which has lately sprung up in Europe has encouraged this practice, and Japanese silk-growers and agents receive every inducement to prepare cards in vast numbers, of the worst quality and by the cheapest methods, to meet the wishes of the unprincipled traders. Silk-growers must refuse the tempting offers of such agents, and deal only with houses of standing and responsibility in Europe and Japan. The only check against fraud is to ascertain the character of the parties offering cards for exportation, the districts from which they obtain them, and the state of the silkworm in those districts. This will be no easy task, but it is the only practicable course, and we hope to furnish our readers from time to time with such information as may be useful in securing the results desired.

NEW GOVERNOR FOR THE STRAITS.

COLONEL SIR ANDREW CLARKE, R.E., K.C.M.G., has been appointed to the Governorship of the Straits Settlements, in succession to Sir HARRY ORD. Colonel CLARKE was in 1846 Aide-de-Camp to Sir W. DENISON when Governor of Van Diemen's Land, served in New Zealand during 1848-9, and was, at the close of the war, sent on a mission to Hiki; subsequently, in the same year, he rejoined Sir WILLIAM DENISON as private secretary, and was appointed by him a member of the Legislative Council in 1851; in 1853 he was appointed Surveyor-General of Victoria, and on the proclamation of the new constitution he was returned to the assembly for the City of Melbourne, and joined Mr. Haines's Cabinet as Minister for Public Lands, resigning with it in 1857, but not rejoining it again on its return to office. On its second resignation, in 1858, he declined the request of Sir H. BARKLY to form a new Administration, and returned to England the same year. He was then appointed commander of the Royal Engineers in the Eastern and Midland districts, and retained the post till 1863, when he proceeded on special service to the West Coast of Africa. Here he remained until August, 1864, when he was appointed Director of Works to the Admiralty, which post he has continued to hold up to the present time. We understand that Sir ANDREW will leave for Singapore in September next.

TELEGRAMS state that strenuous preparations are being made by the Atchinese for an effective resistance to the Dutch, in the event of their renewing the war, that the

Sultan of ARCHIN believes himself able to hold out for two or three years, and that three vessels carrying the English flag have been fired into by a Dutch man-of-war.

It is officially announced that M. VLINGALI, the Russian Minister at Peking, who was recently compelled to resign his post in consequence of ill-health, has been succeeded by M. BUTZOFF, the Russian Charge d'Affaires in Japan; also that M. STRUVE has been appointed in the room of the latter at Yedo.

HIS Excellency KIDO, one of the Mikado's Privy Counsellors, with GAH, his Secretary, and JUGOI ARINORI MON, late Japanese Minister at Washington, returned to Japan by last mail.

WE understand that the Prince CAMPOREALE, now in Vienna, has been appointed Attaché to the Italian Legation at Yedo and Peking, and will probably leave by an early mail in July.

MR. BINGHAM has been appointed to succeed Mr. DE LONG as Minister of the United States at Yedo.

THE TRADE AND PROSPECTS OF VENICE.

The Report of the Committee of the Venice Chamber of Commerce for the year 1872 has just been issued. It contains detailed returns of trade and navigation during the past year, compiled with diligence and accuracy. It may be consulted as a most useful and exhaustive, not to say elaborate, statement, by all who regard with interest the return of trade and prosperity to the Queen of the Adriatic. We have so long been accustomed to see that once important and beautiful city placed in a false and humiliating position, shorn of her commerce and deprived of her manufactures, isolated in the midst of the stranger family to which she was forcibly bound, her port empty, her marine gone, the winds themselves could not say where, her artisans reduced to idleness and misery, her population idle, apathetic, and degenerating, dependent for existence on the precarious influx of visitors, that we now, with a feeling of relief, and a sentiment of something more than satisfaction, see Venice once more rising to new life, regaining her ancient character, and profiting by those advantages which a wiser legislation, public instruction, and freedom of action at length bestow on her. Nothing could more forcibly illustrate this than the presence, in the anchorage, of the mail steamers of our P. and O. Company, which now regularly call at Venice on their India and China service.

When we recollect that in the last year of Austrian rule, such was the prostration of Venice at the extremity to which her commerce was reduced that her imports amounted only to the value of f.98,739,457, and her exports to but f.63,321,674, it is satisfactory to find from the tables of the report that the value of imports for the past year has risen to f.199,961,183, being an excess of f.25,708,248 over the year 1871, and of f.101,221,726 over the year 1866. The exports for 1872 amounted to f.150,268,206, or f.5,958,805 in excess of the year preceding, and of f.86,946,532 over the year 1866. Taking the quinquennial 1868-72 we extract the following progressive results:—

IMPORTS.

From	1868.	1869.	1870.	1871.	1872.
Great Britain...	f.14,857,924	f.15,913,467	f.13,459,153	f.15,780,752	f.20,953,700
East Indies...	—	—	—	9,547,980	12,284,987
Japan...	—	—	—	—	10,370,000
Egypt...	2,179,647	10,253,985	14,268,690	19,411,206	16,151,786
Moldavia and Wal-	—	—	—	—	—
lachia...	—	38,464	99,043	1,689,562	6,950,639
Turkey...	635,308	852,854	482,980	4,032,994	4,126,655
Austro-Hungary...	30,725,870	26,259,072	23,610,968	23,398,817	20,292,553
France...	1,164,235	467,903	185,114	379,006	235,759
Holland...	3,834,377	4,695,910	2,932,505	1,390,730	3,224,855
Russia...	233,516	—	439,754	801,538	2,799,737

EXPORTS.

To	1868.	1869.	1870.	1871.	1872.
Great Britain...	f.20,276,219	f.21,403,335	f.17,812,397	f.19,735,614	f.14,542,965
East Indies...	—	—	—	1,288,977	1,169,109
Japan...	—	—	—	1,227	9,030
Egypt...	1,084,657	3,014,294	4,145,279	4,270,119	3,508,128
Moldavia and Wal-	—	—	—	—	—
lachia...	—	—	—	24,370	16,694
Austro-Hungary...	12,674,832	13,406,850	22,193,688	19,770,716	23,211,236
Turkey...	339,364	646,713	636,511	6,061,380	2,407,502
Russia...	—	7,025	9,840	141,168	208,257
France...	340,986	80,330	324,474	131,370	167,833
Holland...	982,203	545,562	386,059	370,470	207,910

The curious inversion of the progressive annual imports and exports with Great Britain, as also the increase of trade with Russia, and the decrease of her imports from, and increase of exports to, the Austro-Hungarian Empire, are all manifest signs of her successful rivalry with the port of Trieste. The enormous and sudden development of her direct commerce with the

East is chiefly due to the contract with the P. and O. Company, whose magnificent vessels maintain her weekly communication with India, China, Japan, Australia, &c. The company has more than once during the present year found it necessary to despatch extra vessels, with full cargoes, from India and from Egypt. Her trade with the East is not, however, confined to the P. and O. vessels. A short time since a large steamer arrived with a cargo of coffee from Batavia. Another steamer is also expected direct from Ceylon, and one has just arrived from Rangoon with rice. We find the chief increase in imports to have taken place in the following articles:—

	1868.	1869.	1870.	1871.	1872.
Hides and leather...	f.1,765,900	f.2,300,830	f.2,024,730	f.1,888,860	f.4,798,280
Dried fish...	3,079,304	3,775,545	3,302,080	3,070,430	4,193,360
Grain...	2,538,811	1,085,735	1,866,234	3,824,321	15,308,010
Dried fruits...	1,725,533	2,113,107	1,571,292	1,733,905	3,021,215
Gums...	436,000	330,900	477,000	807,600	1,939,400
Silkworms' eggs...	532,160	180,000	313,000	900,000	7,740,000
Raw silk, cocoons, &c.	812,500	381,600	649,600	1,437,600	5,704,435
Cotton...	2,668,960	10,384,400	14,584,000	32,809,770	19,904,430
Fuel...	3,529,028	5,065,299	4,682,490	5,761,089	7,146,463
Salt...	—	—	99,900	406,290	489,985

The total imports from Foreign States for the year 1872 amounted to f.116,513,370, being f.23,101,995 more than in the preceding year, and when the railway now in course of construction along the valley of the Trent is completed, and Italy is brought by that means in more direct communication with South Germany, much of the trade now done at Marseilles will be directed to Venice. It is evident, from even a superficial study of these tables, that the local trade of Venice must be represented by very small figures. Her manufactures have, with the lapse of time and in the struggle against cruel restrictions, nearly all become extinct; consequently, her consumption of raw material is very limited. She still, however, maintains her old renown in glass and mosaics, the export of which to India is considerable. The local commerce in hides is respectable, and means are being actively taken to promote various minor industries, the exercise of which will notably ameliorate the condition of the inhabitants.

But the consideration of the fact that the commerce of the free port of Venice is chiefly one of transit is by no means damaging to her. She still occupies the most favoured site on the most direct natural line of communication that exists between Western Europe and the Far East. We have said enough to show what Venice is actually doing and what her prospects are. But we must impress on the inhabitants the necessity of being alive to the new order of things, and by energy and liberality secure the prosperity which every day now opens up.

AFRICA FOR THE CHINESE.

The following letter from Mr. Francis Galton, of the Geographical Society, has appeared in *The Times*:—

In a few days Sir Bartle Frere will return to England, and public attention will be directed to the East Coast of Africa. I am desirous of availing myself of the opportunity to ventilate some speculations of my own, which you may, perhaps, consider of sufficient interest to deserve publication in *The Times*. My proposal is to make the encouragement of Chinese settlements at one or more suitable places on the East Coast of Africa a part of our national policy, in the belief that the Chinese emigrants would not only maintain their position, but that they would multiply and their descendants supplant the inferior Negro race. I should expect that a large part of the African seaboard, now sparsely occupied by lazy, palavering savages living under the nominal sovereignty of Zanzibar, or Portugal, might in a few years be tenanted by industrious, order-loving, Chinese, living either as a semi-detached dependency of China, or else in perfect freedom under their own laws. In the latter case their position would be similar to that of the inhabitants of Liberia, in West Africa, the territory of which was purchased fifty years ago and set apart as an independent State for the reception of freed negroes from America.

The opinion of the public upon the real worth of the Negro race has halted between the extreme views which have been long and loudly proclaimed. It refuses to follow those of the early abolitionists, that all the barbarities in Africa are to be traced to the effects of a foreign slave trade, because travellers continually speak of similar barbarities existing in regions to which the trade has not penetrated. Captain Colomb has written a well-argued chapter on this matter in his recent volume. On the other hand, the opinion of the present day repudiates the belief that the negro is an extremely inferior being, because there are notorious instances of negroes possessing high intelligence and culture, some of whom acquire large fortunes in commerce, and others become considerable men in other walks of life. The truth appears to be that individuals of the mental calibre I have just described are much more exceptional in the negro than in the Anglo-Saxon race, and that average negroes possess too little intellect, self-reliance, and self-control to make it possible for them to sustain the burden of any respectable form of civilisation without a large measure of external guidance and support. The Chinaman is a being of another kind, who is endowed with a remarkable aptitude for a high material civilisation. He is seen to the least advantage in his own country, where a temporary dark age still prevails, which has not sapped the genius of the race, though it has stunted the development of each member of it, by the rigid enforcement of an effete system of classical education, which treats originality as a social crime. All the bad parts of his

character, as his lying and servility, spring from timidity due to an education that has cowed him, and no treatment is better calculated to remedy that evil than location in a free settlement. The natural capacity of the Chinaman shows itself by the success with which, notwithstanding his timidity, he competes with strangers, wherever he may reside. The Chinese emigrants possess an extraordinary instinct for political and social organisation; they contrive to establish for themselves a police and internal government, and they give no trouble to their rulers so long as they are left to manage those matters by themselves. They are good-tempered, frugal, industrious, saving, commercially inclined, and extraordinarily prolific. They thrive in all countries, the natives of the Southern provinces being perfectly able to labour and multiply in the hottest climates. Of all known varieties of mankind there is none so appropriate as the Chinaman to become the future occupant of the enormous regions which lie between the tropics, whose extent is far more vast than it appears, from the cramped manner in which those latitudes are pictured in the ordinary maps of the world. But take a globe and examine it, and consider the huge but poorly-peopled bulk of Africa, by whose side the areas of India and of China look insignificant, and think what a field lies there for the development of a suitable race. The Hindoo cannot fulfil the required conditions nearly so well as the Chinaman, for he is inferior to him in strength, industry, aptitude for saving, business habits, and prolific power. The Arab is little more than an eater-up of other men's produce; he is a destroyer rather than a creator, and he is unprolific.

The history of the world tells a tale of the continual displacement of populations, each by a worthier successor, and humanity gains thereby. We ourselves are no descendants of the aborigines of Britain, and our colonists were invaders of the regions they now occupy as their lawful home. But the countries into which the Anglo-Saxon race can be transused are restricted to those where the climate is temperate. The tropics are not for us, to inhabit permanently; the greater part of Africa is the heritage of people differently constituted to ourselves. On that Continent, as elsewhere, one population continually drives out another. Consider its history as it extends over successive centuries. We note how Arab, Turak, Fellatah, Negroes of uncounted varieties, Caffre, and Hottentot surge and reel to and fro in the struggle for existence. It is into this free fight among all present that I wish to see a new competitor introduced—namely, the Chinaman. The gain would be immense to the whole civilised world if he were to outbreed and finally displace the negro, as completely as the latter has displaced the aborigines of the West Indies. The magnitude of the gain may be partly estimated by making the converse supposition—namely, the loss that would ensue if China were somehow to be depopulated and restocked by negroes.

The pressure of population in China is enormous, and its outflow is great and increasing. There is no lack of material for a suitable immigration into Africa. I do not say that it would be possible at any moment to persuade communities of men and women from Southern China to establish themselves in Africa; but I am assured, by excellent authorities, that occasions of political disturbance frequently arise when it would be practicable to do so by the promise of a free, or nearly free, grant of land. The Chinese have a land hunger, as well as a love for petty traffic, and they would find a field in which to gratify both of these tastes on the East African Coast. There are many Chinese capitalists resident in foreign parts who might speculate in such a system and warmly encourage it. If once successfully started, it ought to maintain itself. The colonists could not starve; and when they began to succeed they would send money home to their relatives to enable them to follow, just as they now do from the many other parts of the world where they are located. For these reasons it is probable that the streams of emigration from China have sufficient "head" to enable them to reach and overflow the coasts of Eastern Africa if they were watched and judiciously diverted in that direction.

I have finally to speak of the political effort necessary to secure a free right of occupancy and of settlement at suitable points on the coast. No very serious obstacle seems to stand in the way; certainly none was met with when Liberia was founded. It is probable that as the success of such an enterprise would be of equally great value to all nations commercially interested in those parts, no national jealousy would be excited by its promotion, and the necessary territory could be obtained with little difficulty and at a small cost, to be advanced in the first instance as a charge on the land, and hereafter to be redeemed.

FRANCIS GALTON.

MEETING OF THE P. AND O. COMPANY.

The half-yearly meeting of the shareholders in the P. and O. Company was held at the offices, Leadenhall-street, on the 5th inst., under the presidency of Mr. P. D. HADOW, chairman of the company. The notice calling the meeting having been taken as read, the report—which was published in our last issue—was presented.

The CHAIRMAN said his observations would be very brief, inasmuch as the accounts were reserved for presentation at the annual meeting, and the report was consequently shorter in its details, and did not necessarily contain such important statements as that given to the shareholders at the December meeting. There were only two or three points to which he need allude. Since the last meeting the board had contracted for the construction of two new ships of 2,400 tons each, which they hoped would be afloat on the ocean in the course of the next year. Considering the great advance in the price of material and labour, he doubted not that the proprietors would unanimously be of opinion that the price paid for them was not only reasonable, but extremely moderate. The refitting of the ships was proceeding, and the alterations would not only give the vessels a greater carrying power, but reduce the consumption of coal by nearly one-half, as well as obtaining a greater speed. The fleet was all fully employed, and the board had been informed that the *Venetia*, having well performed her outward work, was on her way home with 3,000 tons of tea, so that it was reasonable to suppose that she would realise a large profit for the company. He was happy to say that no casualty had attended the navigation of the company's vessels since the last meet-

ing. This was the more remarkable, and a cause for deep thankfulness because the ships had been subject to the most fearful storms which they had ever been called upon to encounter. The directors were pursuing the policy they had adopted for some years past, and with the approbation of the proprietors that policy would be continued. (Hear, hear.) As to the Suez Canal, the question seemed to be misunderstood. The company could not use it without the permission of the Government. The mails could not be sent through the canal without consent, as the contract stipulated for their being sent overland. The vessels of this company which had passed through the canal were not the mail ships, but extra ones, which had been found profitable and advantageous to the company. The new Italian line was in full working order, and both in the amount of goods carried and the profit realised therefrom had fully realised all the expectations of the board. (Cheers.) The mail and general services were alluded to in the report, and, as many shareholders would be aware, the Australian contract terminated in December next, and negotiations had been carried on for some months with a view of getting the whole of the colonies to join in a subsidy for a general and comprehensive service. But the colonies were so jealous of each other, or were so impressed with their individual importance, that Sydney would not enter into a contract in which Melbourne was included, and Melbourne would not enter into a contract in which Sydney was included, and so the matter went on, and the company was compelled to negotiate with the Government of each colony. The result was that on Wednesday the board received a telegram from the company's agent at Melbourne stating that a contract had been entered into with the Melbourne Government for a direct service for the next seven years for a subsidy of £90,000, the vessels having to call at a minor port if required. That was so far satisfactory, as it gave the company the exclusive carriage of the mails to Melbourne for seven years, and if any of the other colonies attempted to found another service they would soon find that the expenses were so enormous that they could not continue it for any length of time. There was one other matter for congratulation, which was that the company had recently established—under strong pressure—a system of Indian parcels post. This did not greatly add to the receipts of the company at present, but as it paid expenses, and gave great additional facilities, especially to the Indian subjects of the Queen, the directors were satisfied to perform the service and await its future development. The only other feature worthy of remark was the fact that the charges for material, stores, labour, &c., had greatly increased, but, on the other hand, the receipts had so augmented that the board felt justified in recommending a dividend at the rate of six per cent., which had been earned in and could be paid out of the profits of the half year. Many of the shareholders had had a letter and statement sent to them by a person who signed himself lately the manager of the company, and who had thought fit to write a very lengthy pamphlet, and somewhat difficult altogether to understand, and he would not have taken the trouble to notice it if it had not been that the board thought it proper to lay before the proprietors a short statement describing the circumstances under which this gentleman had written the letter in question. He should have been wanting in respect to the proprietors if he had not mentioned the fact, and having done so he passed it by. He concluded by moving the adoption of the report.—Mr. BRAMWELL briefly seconded the motion.

The CHAIRMAN, in reply to questions, said there was a saving of 40 per cent. in the consumption of coal in the vessels which had been refitted with compound engines. He had nothing new to report as to the dues charged by the Suez Canal; the matter was still under consideration of the Council at Constantinople, to whom the matter had been referred, and to which the various Governments interested were making representations; and the Sultan, as the supreme governor of Egypt, would decide the question as to the dues which the Canal Company were to charge.—In answer to Mr. MACKENZIE, the CHAIRMAN said that the present dividend was paid entirely out of net profits.

The motion for the adoption of the report was then put, and carried. A dividend for the half-year ending the 31st of March, at the rate of six per cent. per annum, was declared, payment of the same to be made free of income-tax on and after the 22nd inst.

A conversational discussion ensued, in which some shareholders urged that all contracts for coal, stores, building, and repairing ships, &c., should be put up to public tender and advertised, others urging opposite views. The general opinion, however, was that the plan the board at present pursue of inviting a limited competition and buying in the open market was the best; and the proceedings closed with a vote of thanks to, and continued confidence in, the directors.

Monetary and Commercial.

It is announced that the circulars to the shareholders respectively of the British Indian Extension Telegraph Company (Limited), the China Submarine Telegraph Company (Limited), and the British Australian Telegraph Company (Limited and Reduced), requesting them to take up the shares in the Eastern Extension Australasia, and China Telegraph Company (Limited), to which they are respectively entitled, have been issued, and that the transfer books of the Eastern Extension Australasia and China Telegraph Company have been opened, and that transfers will be registered immediately after the share certificates in the Eastern Extension Australasia and China Telegraph Company have been issued to the shareholders in the three companies first named.

The directors of the Eastern Telegraph Company will recommend to the shareholders the payment of a final dividend of 5s. per share, making, with previous payments, 7 per cent. for the year ending March 31, 1873. The dividend will be payable immediately after the half-yearly meeting, which will be held on

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 5, off St. Catherine's Point, from Rangoon (via S. C.), Benlidi (str.); 3, off Plymouth, from Colombo, Brightest Star; 5, off Deal, from Hong Kong, &c. (via S. C.), Patroclus (str.); May 29, at Texel, from Banjoewangie, Twee Gebroeders; April 19, at Valparaiso, from Saigon, Mary; June 7, at London, from Manila (via S. C.), Bellona (str.); off Eastbourne, from Rangoon, Olive; —, off the Lizard, from Penang, Alice; 5, at Helvoet, from Batavia (via S. C.), Wyberton (str.); 1, at Trieste, from Colombo (via S. C.), Dido (str.); 8, at London, from Colombo (via S. C.), Oxfordshire (str.).

DEPARTURES.—June 5, from London, for Colombo, &c. (via S. C.), Strata Florida; 5, from Cardiff, for Singapore, Belle of Southesk; for Galle, Francois Cail; from Sunderland, for Amboyna, Gallita; 7, from London, for Yokohama, Ceylon; from Amsterdam, for Batavia, Maibit; May 26, from Cardiff, for Hong Kong, Moses Day; June 6, from Newcastle, for Galle, Jessie Isabel; 4, from Hamburg, for China, Cassandra (str.).

STEAMERS PASSED THE SUEZ CANAL.—Hector, from Shanghai, for London.

LAID ON.—At London, for Colombo, &c. (via S. C.), Colombo (str.); for Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo (via S. C.) Benlidi (str.); for Penang, Singapore, Hong Kong, Yokohama, and Hiogo (via S. C.), Cassandra (str.).

SPOKEN.—Sumatra (French ship), Penang to Gibraltar, April 24, 3 N., 19 W.; Wylo (ship), Hamburg to Hong Kong, April 19, 2 S., 24 W.; Pride of the Port, Liverpool to Singapore, April 30, 5 N., 27 W.; Woodhall (barque), Hiogo to New York, March 22, 36 S., 17 E.; Philips v. Marnix, Newcastle to Batavia, May 11, 3 N., 25 W.

MISCELLANEOUS.

At St. Helena.—May 7, Dora, Hamon, from Sourabaya; 9, Kosmopoliet II., Huizer, from Batavia; Jorgen Bruhn, Ivenson, from Banjoewangie; 10, Anna and Sophie, Hockstra, from Banjoewangie.

Off St. Helena.—May 8, Hope, from Japan; 13, Phineas Pendleton, from Colombo, for London.

At Table Bay.—May 5, Sunbeam, Chapman, and sailed for Galle.

CASUALTIES.

The Hooghly, Veillet, from Batavia to Havre, which put into Mauritius, March 20, with damage, proceeded May 3, after reloading her cargo, with the exception of 1,200 bags of damaged coffee, which had been sold at auction; her repairs were estimated to have cost from \$4,000 to \$5,000.

Advices from St. Helena, May 14, state that the abandoned barque, Anna Krell, of Wismar, was boarded in a sinking state, March 20, in lat. 25 S., lon. 68 E., by the Dora (barque), Hamon, arrived there from Sourabaya.

Advices from Capetown, May 6, state that the Eureka (American barque), Prince, from Java, put in there, May 3, leaky. She would have to undergo repairs.

At Suez.—June 6, Peking (str.), from Liverpool for Seanghai, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

COLLEDGE.—On the 2nd May, at Singapore, the wife of Wm. Colledge, of a son.

COLLINS.—On the 2nd June, at Cheltenham, the wife of John C. Collins, M.D., late Indian Medical Service, of a daughter.

DAVIDSON.—On the 28th April, at Kyoukhyoo, British Burmah, the wife of Barnard H. Davidson, of a son.

GOIS.—On the 27th April, at Singapore the wife of H. E. Gois, of a son.

MCCLEINTOCK.—On the 3rd June, at Portsmouth, the wife of Rear-Admiral Sir Leopold McCleintock, of a daughter.

RANDELL.—On the 31st May, at Westbourne-park, the wife of Henry Lloyd Randell, Surgeon-Major and Principal Civil Medical Officer, Straits Settlements, of a daughter.

SNOW.—On the 29th May, at Baywater, the wife of Lieut.-Colonel Percy Tonkin Snow, late Madras Army, of a son.

VOGEL.—On the 19th April, at Shanghai, the wife of Edw. Vogel, of a daughter.

MARRIAGES.

GIBB—TUNNICLIFFE.—On the 5th May, at St. Michael's Church, Wood Green, by the Rev. J. Thomas, vicar, William Edward Gibb, late of Shanghai, to Frances Elizabeth, only child of Frances Rolleston Tunnicliffe, of Wood Green, and granddaughter of the late Rev. F. Tunnicliffe, Rector of Hartshorne, Derbyshire. No cards.

HANCOCK—STONE.—On the 5th June, at Widcombe (Old) Church, Bath, by the Rev. J. W. Pitchford, M.A., Edward Henry Hancock, of Surbiton, Surrey, and No. 28, Mining-lane, City, son of the late Rev. Robert Hancock, Vicar of Bathford, near Bath, to Louisa Anna Maria Mortimer Stone, eldest daughter of John Stone, Town Clerk of Bath.

RENNELL—BROBSTON.—On the 10th April, at Shanghai, by the Rev. R. Nelson, Thornton B. Rennell to Miss S. C. Brobston, of Philadelphia, U.S.A.

SMALE—JANSON.—On the 31st May, at the Cathedral, Hong Kong, the Hon. John Smale, Chief Justice of Hong Kong, to Clara, daughter of the late Halsey Janson, of Stamford-hill, Middlesex.

SWINDELLS—HILLIER.—On the 5th May, at Cardington Church, Bedfordshire, by the Rev. E. J. Hillier, George Cawley, eldest son of George Swindells, of Pott-Shrigley, Cheshire, to Eleanor Maud, only daughter of the late Charles Batten Hillier, H.B.M.'s Consul for Siam.

DEATHS.

BAUMGARTEN.—On the 28th April, at Singapore, of small-pox, Alexander Augustus Baumgarten, Advocate of the Supreme Court, and the only surviving son of Christian Baumgarten, of Singapore.

CLOSE.—On the 20th Jan., at sea, on his way home from Ceylon, Herbert, youngest son of I. Douglas Close, aged 32 years.

COLLINS.—On the 16th April, at Yokohama, Emma Frances Collins, aged 6 years.

HOBBS.—On the 2nd June, at Blackheath, after much suffering, Henry (Harry) Hobbs, for many years of China, and the Peninsular and Oriental Company's Service.

LAW.—On the 15th April, at Shanghai, Kate Melville, the wife of Capt. W. C. Law.

Legal.

COURT OF ADMIRALTY,
SALVAGE CASE.—THE "COPERNIC."

This case was tried on the 30th ult. The *Copernic*, a steamship of 1,217 tons registered tonnage, belonging to the Messageries Maritimes, and of the value, with her cargo and freight, of £86,000, got on to the western end of the Roar Sand, on the morning of the 25th of January last. The ship was proceeding up Channel on a voyage from Marseilles to London; the weather was foggy, and, as the water was shoaling, the engines were stopped and an anchor let go, with about twenty-eight fathoms of chain, and the ship was brought up. When the tide fell, the ship touched the ground about a quarter of a mile from the shore. The ship was towed off the sand by the steam-tug *City of London* the next flood tide. The defendants had tendered the sum of £100 to the plaintiffs, and paid it into Court, and contended that it was sufficient payment for the services, as the steam-tug *Palmerston* had been engaged for the sum of £100 to tow the *Copernic* off the sand.

The Court held that the ship was in a position of very considerable danger, and could not have been extricated without the aid of steam power. The service was short and attended with no danger to the *City of London*, but it was of immense value to the ship, and it was doubtful whether the *Palmerston* would have had sufficient steam power to get the ship off. The Court overruled the tender, and awarded the sum of £400, with costs.

COURT OF COMMON PLEAS.

RODOCANACHI AND OTHERS V. ELLIOTT.

This was an action tried on the 2nd inst. upon two policies of insurance effected in March and April, 1870, upon sixty-five bales of silk, valued at £11,220. The insurance was from Shanghai to London, *via* Marseilles. At Shanghai the silk was shipped on board the Messageries Imperiales steamer *Phase*, and carried to Hong Kong, where it was placed on board the *Peiho*, which conveyed it to Marseilles. It arrived at this last-named place on the 27th August, 1870, and it was intended to send it from thence through Paris to Boulogne on the way to London. The silk got as far as Paris, but in consequence of the German war there was no means of sending it on; and it remained there until the city was completely invested on the 19th September, 1870. On the 7th October the plaintiffs gave the underwriters notice of abandonment, and claimed upon the policies as for a total loss of the silk. On the 20th March, 1871, which was after the commencement of the present action, the silk arrived in London in an undamaged state. It had been contracted to be sold for £9,362 12s. 6d., and the purchaser took it at that price. The questions raised for the Court were whether the plaintiffs were entitled to recover as for a total loss, or for a partial loss, in consequence of the silk having, by the natural process of drying, become lessened in weight.

The Court was of opinion that the intention was to cover these goods from their shipment at Shanghai until their arrival in London, whether they were upon land or water; and that consequently the risks of the transit through France were covered by the policies. Under the circumstances the plaintiffs were right in giving notice of abandonment and treating the case as one of total loss. Judgment was entered for the plaintiffs.

Miscellaneous.

The following appointments of officers whose last employment was on the China station were made during the month of May:—Lieutenant W. Annesley (of the Princess Charlotte, from October 28, 1872, to 1873), to the Excellent, at Portsmouth; Mr. J. B. Drew, surgeon (of the Naval Hospital, Hong Kong, from January 2, 1872, to 1873), to the Duke of Wellington, at Portsmouth, for disposal; Mr. John G. Ellis, engineer (of the Adventure, from March 7, 1871, to 1872), to the Jackal, particular service; Lieutenant A. G. Fullerton (of the Midge, from February 16, 1869, to 1871), to the Pearl, for the Australian station; Lieutenant M. L. Kelham (of the Iron Duke, from April 18, 1871, to later in the year), to the Simoon, particular service. During May, Mr. J. Stewart, second-class boatswain, was appointed to the Thistle, and Mr. W. Taylor, ditto, to the Princess Charlotte, both on the China station.

In the course of the present month will be published "The Joint-Stock Manual: a compilation of matters of interest connected with the formation of public companies, with practical instructions for obtaining incorporation under the Limited Liability Act, and notes upon the statutory duties devolving upon the officers connected therewith, to which will be appended lists of the new companies formed during the past year.

THE P. and O. steamer *Khédive*, which sailed from Southampton Thursday, took out Commander Douglas, Lieuts. Jones and Bailey, and the party of petty officers and seamen who proceed to Yokohama for service at the Japanese Naval College. While the *Khédive* was leaving the harbour at two o'clock, she ran aground, and could not be moved until the evening, when she was floated off and proceeded.

THE REV. JAMES LAMONT having undertaken the pastorate of the Presbyterian Church, Hong Kong, Mr. W. A. Walton, M.A., B.D., has been appointed his successor as minister of the Presbyterian Church, Portsmouth; and, having been examined by the Presbytery of London, was ordained on the 4th inst.

SEVERAL officers of the late Ceylon Rifle Regiment are to receive promotion on the half-pay list. One major to a half-pay lieutenant-colonel, one captain to major, and two lieutenants to captain will probably be the number.

THE REV. JOHN KYLE, late Principal of St. Paul's College, Hong Kong, is appointed Chaplain to the Royal Victoria Patriotic Asylum at Wandsworth.

THE P. and O. steamer *Venetia*, with 2,100,000 lbs. new season's Teas, from Hankow, left Singapore on the 5th inst.; all well.

NEW YORK MARKET REPORT.—MAY 24.

TEA.

The market shows some signs of improvement. There have been considerable sales of Japan at a reduction from former prices, but the market at the decline has a better tone. The stock is now very light in first hands, the transactions having embraced nearly all that could be had. For Green there is some demand again at prices which show an improvement on late auction sales. At the present low prices ruling for Oolong there is more inquiry, but the market being abundantly supplied, to make any large transactions still lower figures would have to be accepted. The current quotations are as follow:—Hyson: Common to fair, 28c. to 42c.; superior to fine, 48c. to 60c.; extra fine to finest, 70c. to 85c. Young Hyson: Canton-made, nominal; common to fair, 28c. to 32c.; superior to fine, 40c. to 60c.; extra fine to finest, 70c. to \$1. Gunpowder and Imperial: Canton-made, nominal; common to fair, 40c. to 60c.; superior to fine, 65c. to 85c.; extra fine to finest, 90c. to \$1. 25c. Hyson Skin and Twankay: Canton-made, nominal; common to fair, 18c. to 22c.; superior to fine, 25c. to 28c.; extra fine to finest, 30c. to 35c. Uncoloured Japan: Common to fair, 30c. to 40c.; superior to fine, 50c. to 60c.; extra fine to finest, 65c. to \$1. Oolong: Common to fair, 22c. to 30c.; superior to fine, 35c. to 60c.; extra fine to finest, 65c. to \$1. Souchong and Congou: Common to fair, 20c. to 30c.; superior to fine, 35c. to 50c.; extra fine to finest, 55c. to 90c. Orange Pekoe, nominal.

SILK.

Mr. O'Donoghue reports as follows:—Business during the past month has shown a slight improvement in extent of deliveries. The lower prices of Re-reel, Haineen and Tsatles have induced a fair demand for the best grades of that description. Inferior qualities are still neglected. Usual Reel, Tsatles and Taysaams are in moderate supply and demand. Fine Cotgouns have met with a fair market in lines, while Cumchooks have been almost without inquiry. Japans, no stock.

COFFEE.—The market generally is firm with an upward tendency, and some rather large operations have taken place in Java at advanced prices. Prices are—Java (Government bags), 21c. to 22½c.; Java (Mats), 21½c. to 23c.; Singapore, 19c. to 20c.; Ceylon Native, 19c. to 19½c.; Manila, 19c. to 19½c.

CORDAGE.—Prices are quoted as follows:—Manila Cordage, sizes above 12 thread, 18½c.; do., 6 thread and 9 thread, 14in. and 5-16in. diam., 19½c.; do., 12 thread, ¾ in. diam., 19c.; do., Hay Rope, 19c.; do., Cordage, Bolt Rope Yarns, 20½c.; do., 6 thread and 9 thread, 21½c.; Tarrad Manila, 18c.; Fine Tarrad Manila Lath Yarn, 19½c.

CAMPOR.—China is quoted 20c. to 21c. gold.

CHINA PRESERVED GINGER rules at \$7.50 to 7.62½ currency (duty 35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted \$2.35 to 2.40 gold, and Cassia \$1.75 to 1.80 gold.

GAMBER is quoted at 5½c. gold.

HEMP.—There is no business to report, and prices show no change.

INDIGO.—There is but a very moderate demand. Sales have taken place of Manila and Madras at from 75c. to 90c. (currency).

RICE.—Dulness prevails in this market, and the only demand is for home use; Carolina is quoted \$7.75 to \$8.50 for fair to prime, and Rangoon \$6.75 to \$7 currency.

SUGAR.—Business is rather inactive, and prices are slightly flatter.

SPICES.—Nutmegs and Mace are both in demand, as advices from Batavia report a scarcity of these articles. Pepper and Ginger are also firm. Quotations are as follows:—Mace, \$1.20 to \$1.25; Nutmegs, 96c. to 97½c.; China Cassia, 25c. to 26c.; Batavia, 26c. to 30c. (all gold).

TRN.—Business is quiet. Straits are quoted 31c. to 31½c.; Banca, 37½c. (gold).

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May	Elizabeth	Wiencke	Batavia	Amsterdam
	Riow (s.)	—	Do.	Helvoet
24	Joembing	—	Do.	Pearth
24	River Boyne	Rice	Galle	Swansea
24	Hermione	Mann	Singapore	Blyth
24	Labrador	—	Hong Kong	Newcastle
24	Jas. Vinicombe	McPherson	Anjer	Sunderland
24	Hugo and Otto	Locke	Do.	Liverpool
24	Annie M. Snull	—	Shanghai	Cardiff
24	Oriana	Collings	Singapore	Do.
24	Menelaus (s.)	Marsh	Singp., China, &c. S.C.	Liverpool
June 2	Braemar Castle (s.)	Erskine	Do.	London
2	Thornaby (s.)	Clark	Cardiff and Hong Kong	Do.
	Cesar Godeffroy	—	Java	Hamburg
May 30	Beemah	Blackstone	Yokohama	Cardiff
30	Affierone Seconda	Lantero	Singapore	Do.
31	Emiliano (s.)	Larranga	Manila, via S.C.	Liverpool
31	Lyra	Clark	Singapore	Cardiff
June 2	Nola	McRae	Ilo Ilo	Glasgow
May 29	Taikun	Holler	Shanghai	Hamburg
29	Lisane (s.)	Shutea	Shanghai, &c., via S.C.	Venice
31	Colombo (s. F.O.)	Maddison	Colombo, &c., via S.C.	Southampton
June 2	Sultan	—	Trincomalee	Shields
3	Empire of India	Bertollette	Singapore	Pearth
1	G. B. L. Arellio	Puttick	Galle	Hull
	Prince Alfred	—	—	—

VESSELS PASSED SUEZ CANAL.

Date.	Steamer.	From.	For.
May 29	Nicholas	London	Singapore, China, &c.
	Colombo	Do.	Do.
	Tom Morton	Do.	Do.
	Galatea	Do.	Do.
	Derby	Do.	Colombo, &c.
	Conrad	Java	Do.
June 2	J. C. Stevenson	London	Nieuwe Diep
	Deucalion	Liverpool	Colombo, &c.
			Singapore, China, &c.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 29	Aldebaran	Laurant	Singapore	London
29	Queen Elizabeth (s.)	Wallace	Galle, &c., via S.C.	Do.
29	Firenze	Porcella	Akyab	Falmouth
27	Erede	Montobbio	Do.	Antwerp
25	Elizabeth Graham	Bragg	Shanghai	New York
	Canopus	—	Java	Boston
	Wistaria	Miller	Batavia	Do.
	Kosmopoliet II.	Meyer	Java, for Holland	Off the Goodwin
27	Proteus	Murphy	Singapore	Do.
June 2	Antenor (s.)	Crompton	China, Singp., &c., S.C.	Do.
May 31	Jan van Brakel	Roever	Batavia, for Amstrdm.	Off Dungeness
June 1	Shun Lee	Adamson	Colombo	London
2	Otter	Croscombe	Sarawak	Do.
2	Mozart	—	Singapore	Newhaven
3	Arab	Bang	Do.	Motherbank
May 31	Marmion	Burgess	Colombo	Off the Wight
June 1	India	Moran	Rangoon	Queenstown
	Woodhall	Gibson	Hiogo	New York
	St. George (s.)	Harwood	Rangoon, for Bremen	Off St. Cath's Pt
1	Blackheath (s.)	Murrell	Rangoon, via S.C.	Off Holyhead

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Trafalgar. For Colombo, &c.: Agra.

SAILING VESSELS.—For Yokohama and Hiogo: Windhover, Flying Spur, Walton. For Ceylon, Fiery Cross. For Chefoo and Tientsin: Sing Tai. For Shanghai: Black Prince, Thomas Bell. For Hong Kong: Lothair, Albert Victor. For Bangkok: Catharina. For Colombo, &c.: Strata Florida.

At LIVERPOOL.—For Yokohama and Hiogo: Eastern Chief. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.), Ajax (str.). For Singapore: Ella Nichol, Lightning. For Manila: Dona Felician. For Galle: Victory.

At GLASGOW.—For Batavia, Samarang, and Sourabaya: County of Lancaster.

SPOKEN.

P.F.K.T. (Dutch), Padang to Amsterdam, April 29, 9 N., 31 W.

ZEEBLOEM, Amsterdam to Sourabaya, April 20, 13 N., 27 W.

AURORA, Cardiff to Singapore, May 9, 12 N., 25 W.

ELIZABETH, Amsterdam to Sourabaya, May 27, off Dover.

H.M.W.P., Sunderland to Batavia, March 12, 25 S., 27 W.

TAITSING, London to Yokohama, March 17, 33 S., 27 W.

CONSERVATIVE, Japan to New York, March 15, off Natal.

FREIGHTS AND CHARTERS.

Owing to the holidays, there has been but little business transacted this week, and rates of freight to the East are nominally the same as those quoted in our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 80s. meast. To Hiogo: 90s. meast. To Nagasaki: 85s. meast. To Shanghai: 50s. meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight or meast. To Chefoo: 80s. meast. To Manila: 90s. meast. To Singapore and Penang: 50s. meast. To Sourabaya and Samarang: 75s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 75s. meast. To Colombo: 40s. weight, 40s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 35s. meast. To Hiogo: 45s. weight, 45s. meast. To Nagasaki: — weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Foochow: — weight, — meast. To Chefoo and Tientsin: 50s. weight or meast. To Singapore: — weight, — meast. To Penang: — weight, — meast. To Samarang: — weight, — meast. To Batavia: — weight, — meast. To Sourabaya: — weight, — meast. To Colombo: — weight, — meast. To Saigon: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £45. To Hong Kong: £36. To Singapore: £30 to £31. To Penang: £30. To Macassar, per ton: 35s. To Batavia: 27s. 6d. To Java: 26s. to 27s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Galle, per keel: £30. To Trincomalee: —.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. To Shanghai: 42s. 6d. To Hong Kong: 32s. 6d. to 35s. To Manila: —. To Macassar: 35s. To Java: 26s. to 27s. To Batavia: 27s. 6d. to 30s. To Padang: —. To Amboyna: 40s. To Ternate: 40s. To Singapore: 30s. To Galle: 29s. to 30s. To Colombo: —.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: 30s. To Manila: —. To Singapore: 24s. To Penang: 22s. 6d. (salt). To Galle: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamers 30s. to 35s., ship, 40s.; to Shanghai, steamer 30s., ship, 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

SHANGHAI, JUNE 1, 9 A.M.—The Drummond Castle (str.), from Hankow to London, has been totally wrecked on Chinsan Island; master, men, engineers, in all about thirty ground (? drowned).

SHANGHAI, JUNE 1 (Copy of Telegram).—Drummond Castle, total loss, Saddle Islands; boatswain eight men arrived; second officer seven men believed saved by junk; captain most cargo (? crew) missing; further particulars immediately.

SHANGHAI, JUNE 2.—The master and twenty-three of the crew of the Drummond Castle (str.), from Hankow to London, wrecked on Chinsan Island, have been picked up by the Salmis; all now believed safe.

SHANGHAI, JUNE 3.—The wreck of the Drummond Castle (str.) lies deep water.

The Java (str.), Ingen, from Amsterdam to Batavia, put into Port

mouth, June 2, with damage to steam pipes, through fire in boiler cleading.

The Arab (German barq.), from Singapore, anchored off Ryde, June 3, with loss of several sails.

A telegram from Penang, June 3, 4.30 P.M., announces that the Luigi, hence to London, put back leaky, May 13; she will have to be thoroughly caulked; her cargo is slightly damaged.

TYNEMOUTH, MAY 29.—A telegram received this morning from the master of the Eliza Hunting (str.), reported from Batavia as having stranded, states that the vessel had been got off, and was ordered to dock.

BAHIA, MAY 8.—The B.R.H., Pohlmeier, from Java to Amsterdam, with coffee and sugar, put in there, 2, making much water; she has been surveyed and ordered to discharge.

The Penguin (N. Ger. barq.), Goslar, from Hamburg to Chefoo, has been wrecked on the island of Boutong; crew saved and arrived at Macassar.

MISCELLANEOUS.
At SIMON'S BAY.—April 25, Montrose, Johnson, from Batavia, for the Clyde.

At MAURITIUS.—April 4, Red Riding Hood, Robertson, from Singapore; 12, Olivet, Wood, from Singapore; 30, Rose, Reed, from Singapore; Dreadnought, Jarren, from Batavia; 28, Dunmore, Mitchell, and sailed for Galle.

NEW STEAMER FOR THE CHINA TRANSPACIFIC STEAMSHIP COMPANY.—Last week there was launched from the yard of Messrs. Henderson, Coulborn, and Co., Renfrew, a screw-steamer named the Vasco de Gama, for the China Transpacific Steamship Company (Limited). This vessel is of 3,000 tons register, and will be propelled by the builders' compound surface condensing engines of 550-horse power nominal. She will be fitted up for ninety first-class passengers, and will have accommodation for 1,000 emigrants. Besides fuel for the passage between China and San Francisco, she will have capacity for 2,500 tons of cargo.

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	From Southamp- ton.	From Venice (calling at Ancona).	From Brindisi.
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ALEXANDRIA ...	Every Thursday, at 2 P.M.	Every Monday, at 5 A.M.	Every Monday, at 5 A.M.
ADEN ...	—	—	—
BOMBAY ...	—	—	—
GALLE ...	Thursday, June 5, & 19, & 27, at 2 P.M., and every alternate Thursday.	Friday morning, June 13 & 27, at 5 A.M., and every fourth Friday.	Monday, June 16 & 30, at 5 A.M., and every fourth Monday.
MADRAS ...	—	—	—
CALCUTTA ...	—	—	—
PENANG ...	—	—	—
SINGAPORE ...	—	—	—
CHINA ...	—	—	—
JAPAN ...	—	—	—
AUSTRALIA ...	Thursday, June 5, at 3 P.M., and every fourth Thursday.	Friday morning, June 13, at 5 A.M., and every fourth Friday.	Monday, June 16, at 5 A.M., and every fourth Monday.
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June 19 ...	Deccan ...	3,128	600

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Pen., Sing., Hk. Kg., Yoko., & Hio.	Cassandra, s.s. (new) ...	Al 20 yr.	S.W.I.D.	June 12
Yoko. & Hio.	Windhover ...	Al 16 yr.	S.W.I.D.	With des.
Do.	Flying Spur ...	Al 14 yr.	S.W.I.D.	To follow

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